

GRAIN DEALERS' JOURNAL

Published on the 10th and 25th of each month by the Grain Dealers Company.

Vol. XVIII. No. 7.

CHICAGO, ILL., APRIL 10, 1907.

PRICE \$1.50 PER YEAR.
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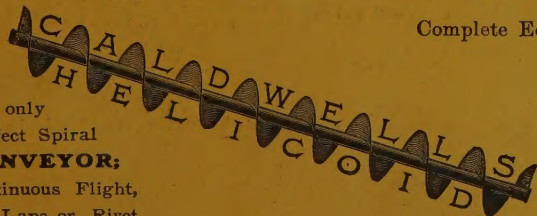
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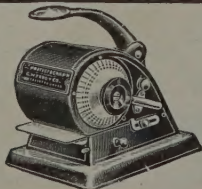
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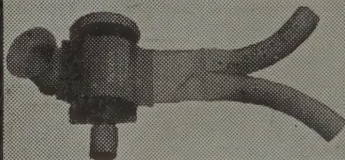


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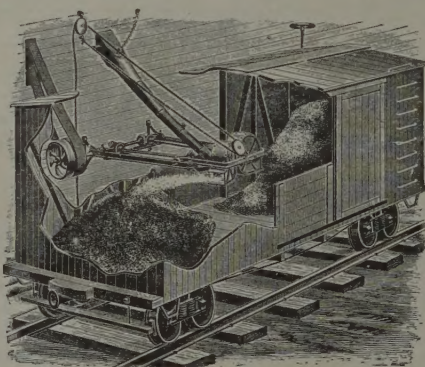
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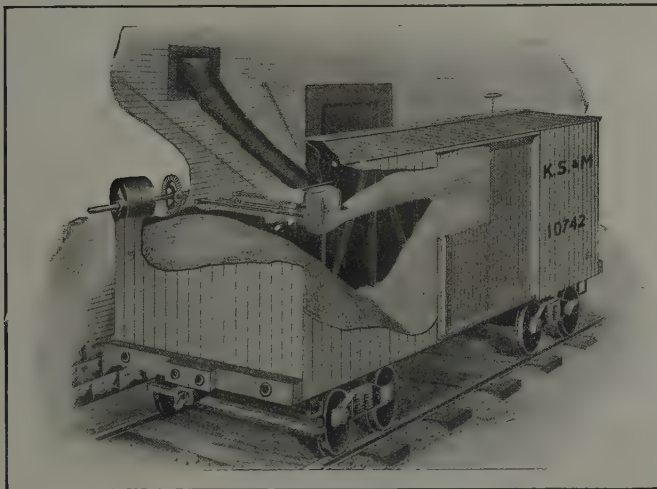
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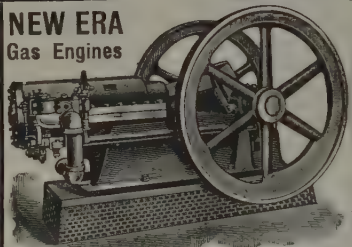
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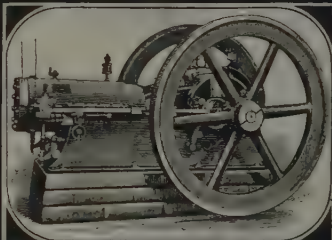
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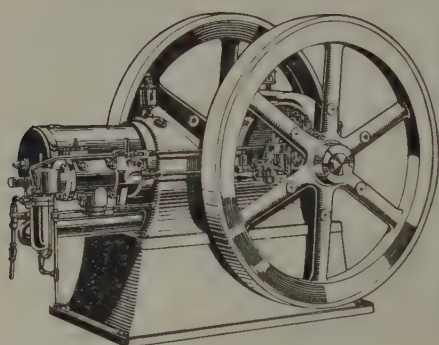
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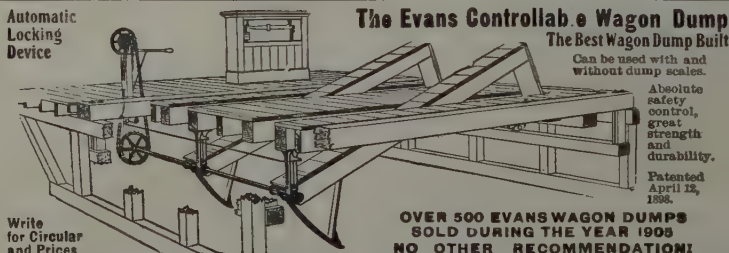
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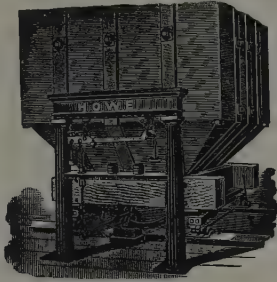
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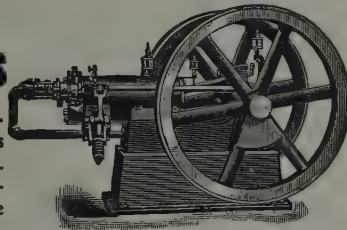
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insure correct weights and a reliable and dependable power.

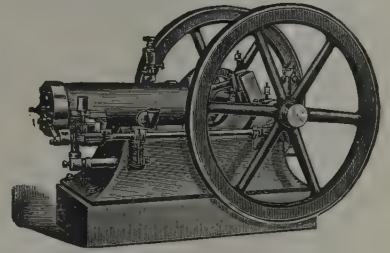
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Operators of gasoline engines who encounter difficulties in the care or operation of gas and gasoline engines will find each of the following books of great assistance.

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Profits may be Increased

in any manufacturing business by installing the right kind of a power plant. "Otto" Engines, whether Gas, Gasoline or Alcohol, are at once economical and dependable but the "Otto" Suction Gas Producer cuts the cost of power down to the minimum. Nearly 100 successful plants as references.

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No. 62 is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

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Gentlemen:—Replying to your favor of the 25th, in regard to our continuing our Ad. in your help want column, will say that we only wished you to insert it for two issues, and do not wish you to run it any longer, as we have simply been flooded with answers to the Ad. and for which we have not had time to answer them all fully. If we should continue to run that Ad. in your Journal for about six weeks we do not know what the result would be. If however, we are in need of help again, we will, no doubt use your columns, as the result has been very satisfactory. Yours truly, NYE SCHNEIDER FOWLER CO.

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Place your name and business before the progressive grain elevator men of the entire country by advertising in the Grain Dealers Journal. It reaches them twice each month.

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Reliable, Useful, Attractive, Lasting, Up to Date and Authoritative. 2380 Pages, 5000 Illustrations. Recently added 25,000 New Words, New Gazetteer and New Biographical Dictionary. Editor W. T. Harris, Ph.D., LL.D., United States Com. of Ed'n Highest Awards at St. Louis and Portland.

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Are not only easy to handle, but grind the most feed for power consumed of any feed grinder made. Send for circulars and prices.

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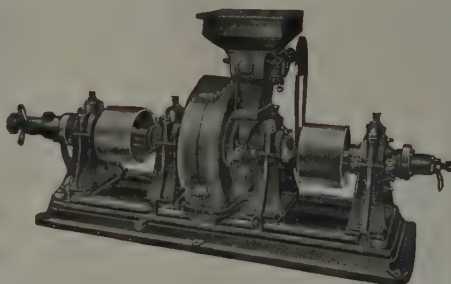
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

Monarch Feed Mill

Let us prove it to you by sending you one on trial. **WRITE US**

SPROUT, WALDRON & CO
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We make them for all purposes.

We make them for grinding all kinds of feed as well as fine meal for table use.

Our line includes Willford's Light Running Three Roller Mill and Barnard's One, Two and Three-Pair-High Mills.

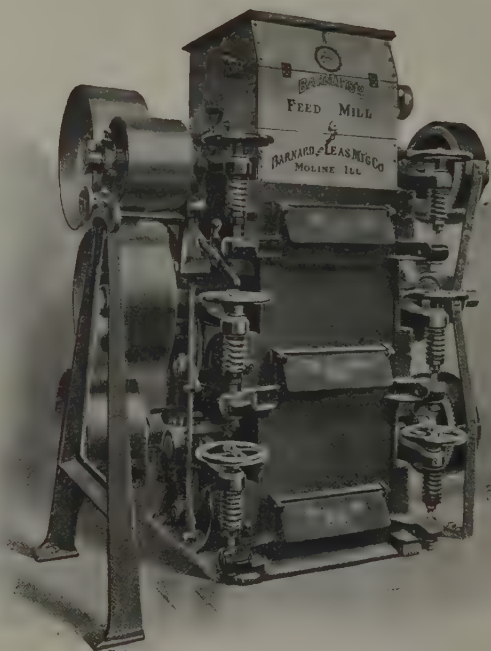
It pays to operate a grinding mill in connection with your other outfit.

You utilize your spare power and add another source of income to your plant.

We also make Separators for all purposes and a complete line of Corn Shellers and Cleaners.

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bill, by having an Elevator that does the work. I build and re-model grain Elevators. Write for plans and prices.

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Estimates furnished on application

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shape to give you good price
on anything in the line of
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hope to be in shape to serve
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...AND ELEVATORS...

Grain Storage Construction Co.
BUFFALO, N. Y.

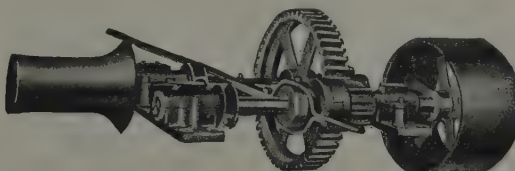
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most elevator men do not install a car puller is because of the cost. We have solved this problem by designing the machine to pull from one to three cars which we can sell for \$36.00. Send us the amount and see how quickly we can



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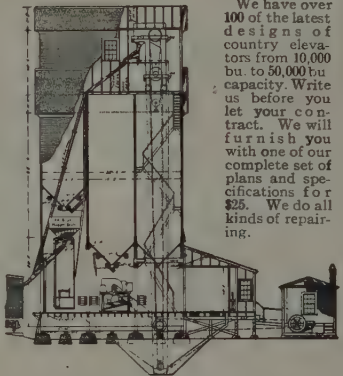
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Is the mill for the man who wants *best results at least expense*. A thorough test will always prove the "Northway" top-notches among Feed Mills

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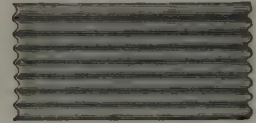
Loads cars to the roof without shoveling

Repairs furnished

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We furnish this material in large quantities for grain elevators all over the country. We also take contracts for doing this work complete.

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A Friend When in Need is a Friend Indeed

If you haven't one of our passenger elevators you are in need of one of them.

Why Walk When You Can Ride Without Effort

We have sold hundreds of these elevators to well pleased Grain Elevator Men. They can be erected in new or old buildings at small expense.

Time, Labor and Money Savers.

They are No Trouble, Easily Erected, Well Made and Reliable, The Best.

They cost no more and take one-half the space of a stairway.

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Your Order

for elevator machinery and supplies will be placed with us, if you want good goods, prompt shipment, and above all prices that are in keeping with their quality.

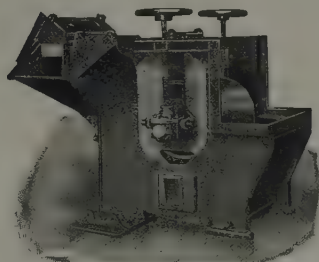
Send your bill of material for us to estimate, we want to show you that we are after your order.

Our catalog of everything needed for Modern Grain Elevators gladly sent upon request.

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The whole secret of Elevator economy is to INCREASE the output and DECREASE the cost.

The time consumed is the vital thing.



The device that handles the most grain in a day or week, is the most economical.

The Hall Non-Chokable Boot

meets this requirement.

It does more work-away, does it better, the belts and cups last longer, therefore it is the cheapest in the end to buy.

Send for Catalogue "E"

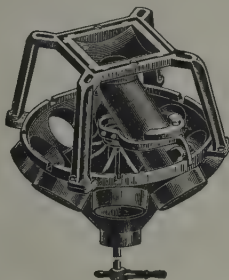
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of elevator building and repairing is now here, and REPAIRS are big items in maintenance of machinery, and shrewd purchasers estimate and calculate them closely.

ECONOMY OF SPACE is an important feature as well.



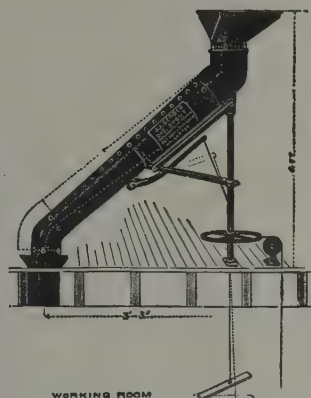
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We make a specialty of mill and elevator spouting. For particulars write

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Shellers, Cleaners, Clippers, Scales, Feed Mills, Steam Engines, Boilers, Gasoline Engines, Belting, Buckets, Conveyors or any other elevator machinery can be bought or sold quickly by placing an ad. in the "Wanted" or "For Sale" columns of the

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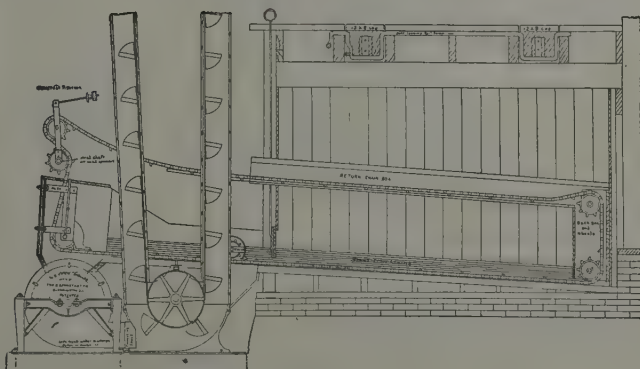
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Mill and Elevator Machinery

Write for
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STUDY THIS CUT

and see how such an outfit would save you space, time and money.

Self-Locking Rail Dump, Pat. Chain Drag and Feeder from large sink under low drive-way to **U. S. Corn Sheller** and stand of elevators, in front of which is **Kick-off, Fig. 8**, making it possible to elevate ear corn also.

THE BEST IS THE CHEAPEST

Write before buying elsewhere

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your new elevator or improvements make arrangements to put in a **STANDARD** cleaner. Our cleaners are so constructed that they require but little power for a maximum amount of work. This is an important feature and will save you many dollars in the buying of your power plant.

The **STANDARD** line of cleaners are **STANDARD** because they are *simple, reliable and durable* and will thoroughly clean all varieties of grain, seed, beans, peas, &c.

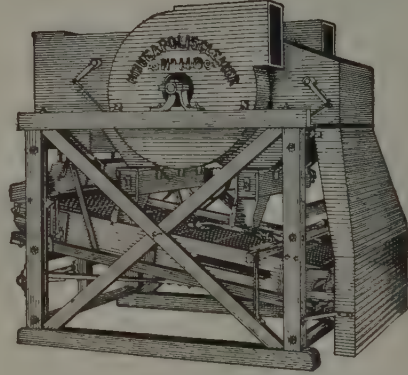


THE PRAME MFG. CO., Galion, Ohio

Combination Cleaner

Grain or Flax

2 MACHINES IN 1



By a unique device in the eccentrics we are enabled to produce two distinct throws and motions; thus we have in this machine a perfect grain cleaner as well as a flax cleaner, and the change can be made in five minutes' time, making it the most practical machine made. Has a large capacity in both grain and flax, yet simple and durable.

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Why?

is a certain machine better than some other machine?

THAT is what you want to know, isn't it?

THAT is what our new descriptive circular tells.

It explains our Rotating Corn Cleaner in every detail.

Send for it, read it carefully and you will buy a **BEALL** cleaner if you buy any at all.

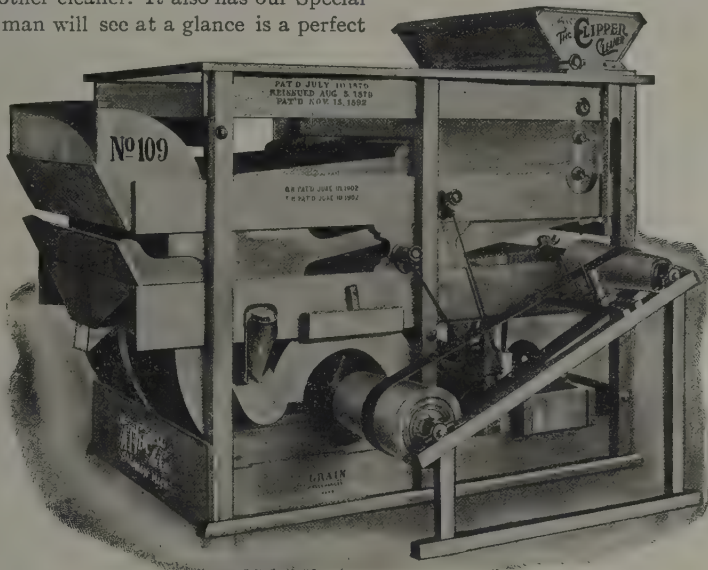
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THE No. 109 CLIPPER SEED AND GRAIN CLEANER

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

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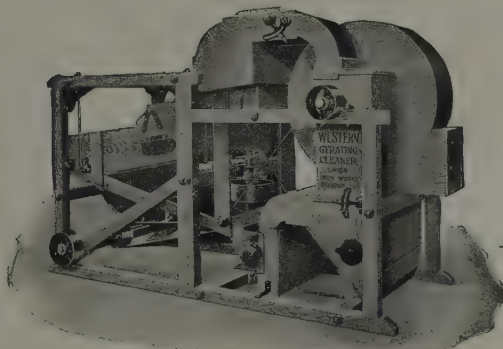
A. T. FERRELL & CO., Saginaw, W. S., Mich.

“Western” Warehouse Shellers and Cleaners

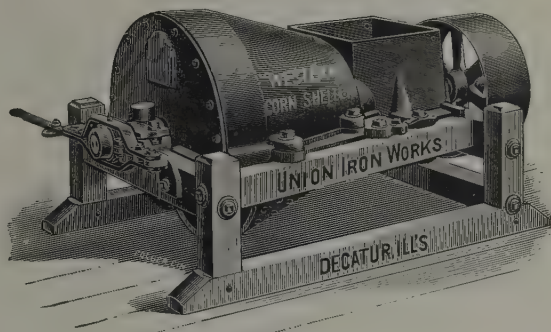
Manufactured Exclusively by

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The “Western” Gyating Cleaner cleans all kinds of Grain Double screen. Perfect separation. Perfect cleaning. TRIPLE motion. Perfect balances. Durable. Compact.



We Make a Specialty of

Elevator Machinery

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ELEVATOR on Clover Leaf R. R. in Vanwert Co., Ohio, for sale. 10,000 bus. capacity. In good location. Bargain if sold soon. Must sell on account of ill health. J. A. Rexroth, Tokio, VanWert Co., O.

FOR SALE.—Two elevators on Wab. Ry., in No. Cent. Ind.; cap. 10,000 bus. each; no competition in either town; 6 miles apart; fine farming country. A bargain if taken soon. W. B. Calvert, S. Bend, Ind.

FOR SALE.—A first-class elevator in N. W. Iowa on C. & N. W. Ry. 30,000 bus. capacity. Good town, fine country. Price reasonable. If you want a good elevator, act quick. Address Box 272, Sioux Center, Ia.

ELEVATOR for sale on Wabash Ry., in northern Indiana, good grain country; 12,000 bus. capacity; feed mill, corn sheller, grain cleaner and feed grinder, all in good condition. Address L. O. 122 S. Main St., South Bend, Ind.

WE HAVE a 65,000 bu. Steam Elevator and Coal Business for sale in a town, handling 500,000 bu. per annum. One competitor. Located in the corn belt of Ind. The plant is in Ai condition and is enjoying good patronage. Price \$12,500. It is one of the cheapest properties for sale in Ind. to-day. Address U. S. Brokerage Co., Elevator Brokers, Decatur, Ill.

ELEVATORS FOR SALE.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

FOR SALE, an old established Retail, Grain, Feed and Coal business in Chicago. Making money but owner has other interests and cannot give it the necessary attention. Address J. J., Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE.—10,000-bu. elevator in northern Ohio, doing good exchange business. Handle lumber, cement, tile, coal, fertilizer, seeds, implements, etc. Flour and feed trade very good. Residence near by. Good reason for selling. Address Frank & Weidner, Liverpool, Ohio.

A FIRST-CLASS—up-to-date 30,000 bu. elevator, hay, flour and coal house doing a good business in western Ill. in county seat 3,000 population, for sale or exchange for a good farm. Reason for selling on application. Address I. L. L., Box 2, Grain Dealers Journal, Chicago, Ill.

ANYONE wanting to purchase a high-grade Ohio plant that handles grain, implements, vehicles, flour, feed and coal, doing plenty of business, all buildings practically new, best country plant in Ohio or any other state, town of 1,500; write us. Would be willing to take Ohio or Indiana farm land in the trade. Address Fum Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR IN CANADA FOR SALE. At good point on Canadian Pacific R. R. Capacity 30,000 bus. Cribbed. Brick engine house. 15 HP. Otto Engine. A good money maker in the best district of the Canadian Northwest. Address P. O. Box No. 5, Winnipeg, Man.

FOR SALE.—Two elevators eight miles apart in best corn and oat section in southwestern Iowa, doing good grain and coal business. Right price, for cash or good unincumbered land if deal is made at once. Address T. B. Box 7, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE. Elevators. Mills, Hotels in Indiana, Illinois and Iowa. Iowa elevator at a great bargain. Land to trade for elevators. 50 horse Atlas engine, 60 horse boiler, 1,100 horse boiler, 25 horse Electric motor. J. D. McClean, 403 North Jefferson Ave., Peoria, Ill.

FOR SALE

We offer our Elevator property, at LuVerne and Badger, Iowa, located on the Minneapolis & St. Louis Railroad, and invite inquiries and offers. Reasons for selling will be satisfactory to buyer. The property and business is worthy of close investigation. Address

Peavey Elevator Company

MINNEAPOLIS

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MINN.

ELEVATORS FOR SALE.

FOR SALE.—6,000 bu. elevator, equipped with 21 h. p. Otto engine, No. 2 western sheller, also rotary cleaner and Universal grinder, hopper and wagon scales. Located on L., K. & W. R. R. with a splendid territory, easy competition. Address Neill & Beyer, Arrington, Kan.

20,000 bu. ELEVATOR for sale. Built last season, wooden and up-to-date house. Situated on Southern R. R. at county seat in Southern Ind. Only elevator in county. Good feed trade in connection, two good warehouses for storing hay and feed. Good reason for selling. Address H. H. Box 6, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Two Modern Elevators, one situated in western Minnesota and the other in eastern No. Dak., both on the Soo Line. One has a capacity of 25,000 bu. and the other 35,000 bu., both cribbed and strictly modern in every way. Good business, good competition, good reason for selling. Address L. B. 713, Sioux Falls, S. D.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first-class equipment and is in perfect order. Write for full description and particulars to Ind. Box 6, Grain Dealers Journal, Chicago, Ill.

WE WILL SELL our elevator which is located in a good town in Central Ill., having good churches, high school, college, electric lights, telephone exchange, etc. There is a coal and feed business in connection with the grain. Price \$5,000. This is one of the cheapest properties for sale in Ill. to-day considering the location. Address U. S. B., Box 77, Grain Dealers Journal, Chicago, Ill.

FOR SALE—In good town in Northwestern Iowa, population 800, 75,000 bu. capacity elevator, well equipped, including oat storage annexes; 7,000 bu. corn cribs; storage 300 tons coal. Handles 135 to 175,000 bu. annually, mostly oats and ear corn, sells 700 tons coal. Buildings in first class repair. One other elevator in town, handles about same amount. \$7,700 takes this plant if taken now. Address John, Box 7, Grain Dealers Journal, Chicago, Ill.

FORCED SALE.—At Marion, O., there will be sold one 75 bbl. mill with elevator, located at Caledonia, O., in a beautiful and the best grain country of Ohio. R. R. side-track at door. Splendid custom trade, with plenty of country grain at door. There is an up-to-date residence to be sold. The mill has been appraised at \$9,000.00 which is about one-third its cost and value, but it goes to the highest bidder. If you want a grain or mill business, don't miss this opportunity. Address all inquiries to Box 19, Caledonia, Ohio.

ELEVATORS FOR SALE.

\$8,000.00 WILL BUY one of the best elevators and grain business in Eastern Kans. Address M. E. B., Box 7, Grain Dealers Journal, Chicago, Ill., if you want to buy.

SPECIAL ELEVATOR BARGAINS IN INDIANA.

One 10,000 good house, ships 150,000 corn and oats, \$4,500.

One 20,000 fair house, new machinery, ships 160,000 grain, \$5,000. 800 town on traction.

One 25,000 fair house, 2 roads, ships 150,000. \$10,000.

One 30,000 house, good, ships 125,000, and residence, \$8,000.

One new house, ships 150,000 for \$8,000.

One 11,000 house, good, ships 200,000 corn and oats, \$7,000.

One 36,000 good house, ships over 100,000. County seat. Good retail. \$5,000.

Conditions first class at each.

John A. Rice, Frankfort, Ind.

ELEVATORS WANTED.

WANTED—From one to ten good elevators, handling 100,000 bus. or more each. Address Lock Box 6, Cumberland, Ia.

ELEVATOR WANTED at a good point in Okla., Kan. or Neb. Address Box 265, Ponca City, Okla.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

GOOD GRAIN ELEVATOR and stock business wanted for cash. What have you to offer? Give particulars in 1st letter. O. L. Graves, Bunker Hill, Ind.

WANTED—To lease 3 or 4 good country elevators. Prefer houses shipping 200 cars or more yearly. Address Cedar, Box 5, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty of business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

WANTED.—To buy or lease several good grain elevators located in the central part of Kansas in the wheat belt. Address Central Kansas, Box 7, Grain Dealers Journal, Chicago, Ill.

ELEVATORS WANTED for cash. We have a number of cash buyers for elevators in northwestern Iowa, southwestern Minn., and the Dakotas. Write at once giving description and price if you want to sell. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS WANTED in Nebr. or Western Iowa; 4 or 5 good stations, at points where 150,000 to 200,000 bu. per year is handled. Will exchange or sell 700 acres fine land in central Nebr. worth \$30 per acre, or \$21,000. References, K, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

FOR RENT—Only Indianapolis elevator on Penn. Railroad. Also one fifteen miles East. Both command good trade. Willard Hubbard, Delaware St., Indianapolis, Ind.

SITUATIONS WANTED.

SITUATION wanted by man experienced in grain and ten years handling railroad rates. Clerical or traveling. J. E. Johnson, 11 S. Dearborn St., Indianapolis, Ind.

SITUATION wanted as manager of grain eltr. lbr. yard or either. Experienced. Good references. Address C. A. Trueblood, Superior, Neb

POSITION WANTED as bookkeeper or grain buyer in country town. French and American spoken. Five years experience, best references, bond. Address Val, Box 7, Grain Dealers Journal, Chicago, Ill.

SITUATION wanted as grain buyer or mgr. of eltr. 6 yrs. exper. Reliable. Ref. Have run gasoline engine. American and Scandinavian spoken. Address S. C. Box 7, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED by man with over 15 yrs. exper. in running both inland and seaboard eltrs. Competent of taking full charge, familiar with office duties as well as grading of grain. First-class references. Address Ia. Box 7, Grain Dealers Journal, Chicago, Ill.

HELP WANTED.

A YOUNG MAN thoroughly conversant with the feed business wanted to handle department for grain house of long standing in St. Louis. Address Berg, Box 5, Grain Dealers Journal, Chicago, Ill.

A GRAIN MAN or a man who knows the grain trade wanted to travel and sell an automatic grain scale. Excellent opportunity for a hustler. Address Automatic, Box 6, Grain Dealers Journal, Chicago.

WANTED—Man who is capable of taking charge of sales in elevator cleaner department of large manufacturing concern. Give age, past experience and salary expected. Address Nim, Box 6, Grain Dealers Journal, Chicago, Ill.

EXTRAORDINARY OPPORTUNITY.

We have one of the best Brokerage Businesses for sale or exchange that can be found anywhere in the Central part of the United States. There are contracts on the books of this firm for over \$65,000 worth of commissions.

One of the parties connected with the business has been compelled to take his wife west on account of her health and the President of the Company finds that it is impossible for him to handle the business alone, having so much outside business on his hands, and for this reason the business is offered for sale or exchange.

It is one of the nicest, cleanest businesses that you can find anywhere. The income last year would net more than three of the best elevators or lumber yards in Illinois, or any of the other grain states.

If you would be interested in this proposition let us hear from you by return mail, as this is one of those opportunities that does not present itself every day in the week. It would take \$5,000 either in money or bankable paper to handle this proposition. Address Brokerage, Box 6, Grain Dealers Journal, Chicago, Ill.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

FOR SALE.—One 2 H. P. gasoline engine good as new, cheap if sold soon. W. E. Riley, Montpelier, O.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

SECOND-HAND 10-h. p. gasoline engine for sale, good as new; bargain. Shadegg Eng. Co., 315 So. 3rd St., Minneapolis, Minn.

GASOLINE ENGINE for sale; 20-H. P. St. Mary's, in first class condition. Will sell at once. Write for price and information, Chas. F. Naber, Fairmount, Ind.

FOR SALE CHEAP. One 18 HP. gasoline Foose engine. Guaranteed to be in good repair. Good reasons furnished for selling. Also shafting and pulleys. J. A. Mouch, Mooreland, Ind.

FOR SALE, new 2½ H. P. Webster gasoline engine, \$80.00; new 2 H. P. National gasoline engine, \$70.00; second hand 3 H. P. Norman gasoline engine, \$50.00. H. Pittinger, 40 Dearborn St., Chicago.

2ND HAND ENGINES for sale. 18x36 in. Buckeye; tandem compound Atlas, side valve, 13 in. and 18x24 in., 10 in. and 14x20 in. For full particulars, address American Hominy Co., Purchasing Dept., Indianapolis, Ind.

SECOND HAND Engines for Sale. One 32 h.p. Fairbanks, one 22 h.p. Fairbanks, one 12 h.p. Fairbanks, one 8 h.p. Fairbanks, one 20 h.p. Hamilton, one 12 h.p. Ohio, one 22 h.p. Foose, one 8 h.p. Foose. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

FOR SALE.—6 H. P. gasoline engine, made at Auburn, Ind., used but five months, good as new. Also 6 H. P. Brown gasoline engine, made by Brown & Cochran, Lorain, Ohio, good as new, used less than four months. Address Ideal Concrete Machinery Company, South Bend, Ind.

BARGAINS IN SECOND HAND GASOLINE ENGINES. 1 9 HP. Foose Standard gasoline engine, good as new \$250.00. 1 12 HP. Charter gasoline engine with one fly wheel \$125.00. 1 12 HP. Fremont gasoline engine, complete \$200.00. 1 12 HP. Waterloo gasoline engine complete with pulley and battery \$200.00. 1 12 HP. Fairbanks-Morse gasoline engine complete with pipes, tanks and friction clutch pulley \$250.00. 1 15 HP. Fairbanks-Morse gasoline engine complete with water and oil tanks, battery, pipes and fittings \$300.00. 1 20 HP. Fairbanks-Morse gasoline engine complete with battery, water and oil tanks, pipes and fittings \$375.00. ALLEN P. ELY & CO., Omaha, Neb.

YOU KNOW

you want to do business with the grain shippers. Tell them so. The Grain Dealers Journal reaches them

MISCELLANEOUS FOR SALE**GRAIN TESTERS.**

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE.

- 1, 125-H.P. left hand automatic Atlas engine, heavy duty,
- 2, 80-H.P. Return tubular boilers, full flushed front,
- 1, 200-H.P. Cochrane Heater.
- 3, Gardner Duplex pumps,
- 1, 60"x17" ¼" steel tank, with all necessary piping, cut and threaded, to connect boiler and engine 20' centers. Address Capital Grain & Elevator Co., Oklahoma City, Okla.

A Partial List

B. F. Gump Co.'s monthly.

Second hand bargains.

Send us your address for our monthly Bargain List.

Catalog No. 64 will give you a better idea. It's mailed free to any one addressing Department G.

The following machines are in store for immediate delivery. All thoroly rebuilt and made practically as good as new. Guaranteed to be as represented.

Roller Feed Mills: No. 2 Wilford; 6x20, 2 pair high Hutchinsons; 1 9x24 Wolf 3 pair high.

Disc Feed Grinders: Attrition Feed Mills 24; 24 in. Unique; 24 in. Cogswells, modern style; 24 in. Robinson. All of these are nearly new.

Corn Crushers: Richmond, Triumph, Sullivan and others.

Corn Shellers & Cleaners—Several. Grain Cleaning Machinery—Eureka, Invincible and others.

Sundries: Conveyors of various sizes. Pulleys, shafting, hangers, couplings, collars, belting, manila transmission rope.

B. F. Gump Co., 51 & 53 S. Canal St., Chicago, Ill.

SCALES FOR SALE.

SCALES for elevators and mills; lowest prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE one six ton Monarch Scale, bought for elevator but did not have room to install. New and guaranteed all right. Price \$75. Address—Hogan & Ferguson, Norborne, Mo.

FOR SALE.—One 30,000 lb. Fairbanks hopper scale, nearly new, \$100.00; also a 50 bu. and a 100 bu. hopper scale cheap. Write quick. Address J. R. D. Box 7, Grain Dealers Journal, Chicago, Ill.

MISCELLANEOUS WANTED.

WANTED Corn sheller and cleaner combined, 2 pair hopper scales of 3 or 4 ton capacity and 2 carloaders. Must be in good condition and cheap. T. M. Latham & Son, Hayden, Ohio.

MACHINES FOR SALE.

FOR SALE.—One No. 4 Eureka wheat separator good as new. Address P. O. Box 175, Jamestown, Ind.

FOR SALE cheap, 2nd-hand Marseilles Shellers, in good working condition. Evans Elevator Co., Decatur, Ill.

FOR SALE.—One No. 7 Clipper Cleaner with full set seed screens, good as new. W. E. Riley, Montpelier, O.

FOR SALE cheap No. 4 Invincible Horizontal Oat Scourer—good as new. Used half one season. Canal Elevator Co., Peru, Ind.

FOR SALE CHEAP one Gilbert's Universal Roller Mill, eight rolls 6x18 in. in good condition. Flower City Charcoal Co., 59 West Ave., Rochester, N. Y.

FOR SALE.—One No. 179 Eureka receiving Separator complete with oat, barley and two sets of wheat screens. In first-class condition. Price on application to Montana Elevator Co., Moore, Mont.

ENGINES AND BOILERS.

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar, 204 Dearborn st. Chicago, Ill.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

MILLS FOR SALE.

80 BBL. MILL for sale or will deal for land. Mill and all machinery new within five years. Splendid territory in northwest Iowa. Write S. C. Bradford, Storm Lake, Ia.

FOR SALE—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

GOOD 50 BBL. FLOUR MILL in a Minn. town. Good local and merchant trade in near-by towns. A No. 1 velvet chaff wheat bought at mill door. For full particulars, write Ludwig Roggen, Maynard, Minn.

WILL EXCHANGE our 400 bbl. mill located in central Minnesota, in a town of 15,000 population, connected by three railroads, for a line of country elevators or will sell for cash. We have a good established trade and the mill is running regularly. Address Still Box 7, Grain Dealers Journal, Chicago, Ill.

SEEDS FOR SALE.

TIMOTHY and Clover for sale. Get samples and prices. All kinds of field seeds. Weber Seed Co., Box 25 Peoria, Ill.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

HIGH GRADES RED CLOVER and Alfalfa for sale. Write for samples and prices. Wm. G. Scarlett & Co., Baltimore, Md.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

WESTERN HEADQUARTERS for Western grown Alfalfa, clover, timothy, millet, sorghum and Kaffir corn. Write for prices to Missouri Seed Co., Kansas City, Mo.

PURE BRED SEED CORN limited quantity of very choice improved Leaming. Prospective buyers will find it to their advantage to write at once to J. H. Coolidge, Galesburg, Ill.

SEEDS.

Buy or Sell.
Clover Timothy, Millet and Blue Grass.

B. F. Adams,
Seed Merchant, Peoria, Ill.

MEDIUM CLOVER—We have it! Our prices are right. Ask for samples Grown in Northern Indiana only. Also Mammoth and Alsike. Get our prices before you buy. Don't forget it! O. Gandy & Co., South Whitley, Indiana.

REDTOP-TIMOTHY.

A postal will bring samples, prices, etc. We are largest cleaners, and handlers of seeds in Southern Ill. All seeds bought direct from farmers and offered you in car lots or less.

SCHULTZ SEED CO., Olney, Ill.

SEEDS—We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, ETC. WRITE US. DO IT NOW. Sample envelopes for the asking. The ILLINOIS SEED CO., CHICAGO.

THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for or send samples and we will quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

WILD MUSTARD SEED wanted. Send samples and we will make offer. The National Spice Co., 123 Maiden Lane, New York City.

MAMMOTH CLOVER, Timothy, Cane Seed, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City, Mo.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

GRAIN FOR SALE.

KAFFIR CORN and chicken feed wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

GRAIN WANTED.

J. L. Roach, Grain & Mill Broker, Memphis, Tenn., wants your account.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

DEEP RED Ear Corn Wanted, 300 bus. for decorating National Corn Exposition. Address E. S. Fursman, Great Northern Bldg., Chicago, Ill.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C., M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

CORN & OATS wanted. We are at all times in the market for No. 2 White and Yellow, and No. 2 Mixed corn and No. 3 or better White oats. Hamiter-Busbey Mill & Elevator Co., Shreveport, La.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

POPCORN WANTED.

POPCORN Wanted—Correspond with with us. Bradshaw Co., New York, N. Y.

HAY WANTED.

HAY AND STRAW WANTED.—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

MISCELLANEOUS.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

ALL TROUBLES of dealers who send grain or seed samples by mail are overcome by The Merkile Grain Envelope. Sample free. Address John B. Merkile, P. O. Clerk, Chicago, Ill.

WILLIAMS TYPEWRITER in good condition for sale, just the machine for the grain dealer to use in carrying on his business correspondence. Address Williams, Box 5, Grain Dealers Journal, Chicago, Ill.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

Grain Dealers' Scale Tickets.

BOOK NO. 51.

This scale book contains 100 pages 8x11 1/4 inches. Each page contains 5 scale tickets and 5 stubs, giving the dealer a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents, Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net....bushels....pounds, Price, Dollars and Fees.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

GRAIN DEALERS COMPANY

255 La Salle Street. - Chicago, Ill.

THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

Blue Grass

Orchard Grass

Millets, Hungarian

Redtop, Seed Corn

Peas, Beans, Bags, etc.

MINNEAPOLIS, MINN

SEEDS

A ONE-SIDED STORY

There are bags containing all kinds of grain
There are bags of all shapes
There are bags of all colors
There are bags of all materials

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BUT

There is only one Best Bag
Write for Prices.

MILWAUKEE BAG COMPANY.

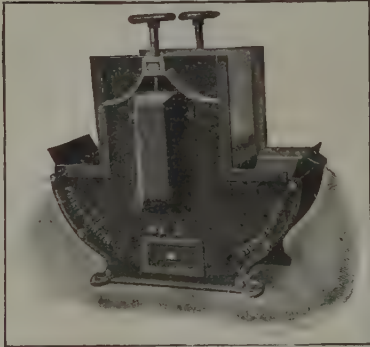
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OF DIFFERENT
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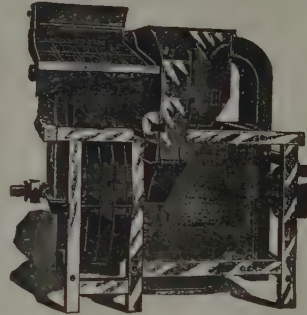


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OF ALL KIND

WRITE US FOR PRICES

THE PHILIP SMITH CO.
SIDNEY, OHIO

INVINCIBLE OAT CLIPPER



This is the way it earns
money for you.

1. Less power used.
2. Capacity greatest
for power and
space used.
3. Life of machine
longer.
4. Less attention
needed.
5. Better quality of
work done.

*It excels all on
these points.*

This machine has the greatest capacity with a minimum shrinkage. It has large, wide shoes and great clipping surface. Made of all iron and steel. Capacity 2,400 bushels per hour. Write us about it.

Invincible Grain Cleaner Co.
Silver Creek, N. Y.

REPRESENTED BY

W. J. Scott, 406 Traders Bld., Chicago, Ill. Phone Harrison 2200.
Edward A. Ordway, 512 Exchange Bldg., Kansas City, Mo.
C. L. Hogle, 5239 E. Washington St., Indianapolis, Ind.

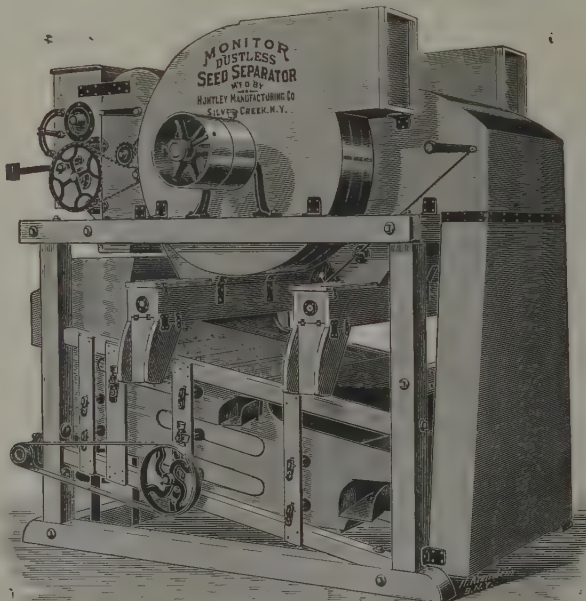
N. W. REPRESENTATIVES

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The Monitor Seed Cleaner

Shown Here—Is Guaranteed to
Do More Work—Better Work—
Make Cleaner Separations and
Give Better General Satisfaction
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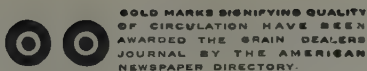
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GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month
by the

Grain Dealers Company

255 La Salle Street, Chicago, Ill.

CHARLES S. CLARK,
Manager.

Subscription Rates

To United States, Canada, and Mexico One Year \$1.50; Six Months 75 cents.
To Foreign Countries within the Postal Union, postage prepaid, \$2.00 per year.
A Red Wrapper on your Journal means your subscription has expired.

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value of The Grain Dealers Journal as a medium for reaching the grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL., APRIL 10, 1907.

NEW YORK CITY receivers are working to secure the next annual meeting of the Grain Dealers Nat'l Ass'n.

LOADING grain above the level of the grain doors or end windows can be depended upon to result in a shortage.

GREEN BUGS are getting further north each day and doing more damage to winter wheat and oats in the Southwest.

NEBRASKA dealers on the Mo. P. R. R. met at Nebraska City last Saturday and took steps for effecting a permanent organization along lines permitted by Nebraska laws. No doubt, the organization will be extended to take in the entire state.

UNIFORM GRADES have won two more friends and supporters. The Buffalo Corn Exchange and the Nashville Grain Dealers Exchange have adopted the rules drafted by the Uniform Grade Congress contingent upon concurrent action by competing markets. Next!

WHEN you see a trade abuse which increases the cost of doing business or the opportunity for loss expose it thru the "Letters" column of the Grain Dealers Journal. Press publicity has been found to be the quickest and most effective remedy for hidden abuses yet discovered.

WINTER shelled corn is commanding generously large discounts and some mahogany corn does not bring enough to pay its own freight; in fact, one shipper recently was called upon to pay a balance of \$6.95 as the balance due on freight. He better invested that money in a drier.

SHIPPERS to Cairo will promote their own business by demanding official Board of Trade weights and grades and also by confining their dealings in that market to members of the Board of Trade. The members of the grain exchanges in every organized market are the only firms to do business with.

AN APPEAL from the grading of the Illinois grain inspectors in East St. Louis has never been permitted because no appeal board was provided for, but a bill has been introduced in the state legislature which merits the quick support of every dealer shipping to that market. No one denies the need of such a board.

THE indifference of the railroads to the rights of foreign cars, especially those which are equipped with air brakes, has prompted country elevator men to keep on the lookout for such cars. The initial carrier does not hesitate to permit foreign cars to go beyond its own lines. In some markets grain loaded on such cars commands a premium.

TRACK BUYERS, who employ their own inspectors or organize local boards of trade to employ him are accustomed to use entirely too much rubber in their grading rules. The impositions they are able to heap upon shippers bring all inspection rules into disrepute and give emphasis to the need of uniform rules governing the grading of grain thruout the land.

MIXING damp rotten corn with good dry grain merits all the dockage received and surely that is enough in any market these hot corn days. In the days of ten cent corn country shippers became very careless of their property and since the rise in price they seem unable to school themselves and their farmer patrons to a recognition of any difference in value between the good and the poor. Picking out bad ears as it goes to the sheller pays large dividends. Try it.

GERMINATION tests of seed grain will often prove the seed to be unfit for planting. The greater care exercised in the selection of seed grain the greater will be the returns from the farmers' efforts and the greater will be the amount of grain he has for market. Grain dealers who conduct germinating tests and clean seed for farmers help the grain growers, but they indirectly help their own businesses. Immature corn will seldom give even fair returns if planted and may make replanting necessary.

UNLESS the Governors of Minnesota and Missouri exercise their vetoing power those states will soon tax all exchange transactions. Evidently the crank legislators are bent on driving the grain trade to other markets. The tax is an unfair discrimination against the grain trade and surely can not be expected to help the business of the four markets affected by the new laws.

EVER ship any grain or hay direct to the Reliance Oil & Grease Co., Cleveland, O., in hope of saving a commission? Some have attempted it much to their sorrow. It seems the promoters of this game do not manufacture oil but simply handle old grease and junk. The engraved letter heads they use do not fit their business, hence must have been found in waste paper.

GRADING by rules that prescribe definite percentages of factors to be considered would have saved the Kansas City Board of Trade its present experience with a type sample that was so riddled by weevil it could not be used for comparisons of the contract grade. A new type sample has been made up, but no one can be absolutely certain it is identical in quality with the original contract grade.

THE Farmers Cooperative Shipping Ass'n with headquarters in Kansas City and elevators at thirty-eight stations in Nebraska, Kansas and Oklahoma is selling its elevators and will go into liquidation. The financial report at the last annual meeting showed the ass'n to be over \$75,000 in debt. The successful operation of so many elevators scattered over different lines of railroad requires exceptional ability and considerable capital.

SHIPPERS to Missouri grain markets can promote their own interests by protesting to Governor Folk against his permitting the bill giving the Railroad and Warehouse Commission authority to weigh grain in Missouri becoming a law. The trade has suffered entirely too much at the hands of the politicians and can never expect commerce to be promoted by ward workers. We need laws limiting government effort to regulating trade and barring all attempts at serving.

THE FREIGHT paid every year for the transportation of cobs and dirt would pay interest on more than enough to equip every country elevator with a first class grain cleaner. The dirty condition of much grain arriving in every terminal market gives evidence of woeful carelessness. In an Eastern market recently a car of corn was cut 5½ cts a bushel on account of the cobs, silk and husks. As the car contained over 1,100 bus. the shipper dropped over \$60. Such slothful methods can not be profitable or economical.

BUCKETSHOP keepers surely have a very discouraging prospect for business. Many of the state legislatures have enacted laws forbidding their operation and providing large fines for those convicted of ignoring the laws. The Minneapolis Chamber of Commerce is conducting an active campaign against these fakirs and the New York Stock Exchange has appointed a committee to devise plan to prevent its quotations being posted by bucketshops. Hence, it seems the bucketshop swindle has not long to catch takers.

SUCTION drafts connected to receiving sinks and garners above receiving scales no doubt remove much dust, improve the grain and make the elevator more habitable, but they are not permitted in Chicago elevators either private or public. If the buyer of grain wishes to clean his purchases let him do it after the grain is weighed. The shipper intentionally left the dirt in his grain to the detriment of its quality and to loss in its market value. Shud it be removed before the grain is weighed shipper will not have to pay freight on it.

WEEVIL eaten wheat is arriving in terminal markets in such quantities as to prove country shippers failed to watch their property during the winter months. Farmers who stored wheat, no doubt, were equally as careless and soon will be bringing in poor grain which can not be expected to sell for more than eight to ten cents below the ruling market price of No. 2, unless the country elevator man can blow it and take out the live weevils as well as the partly eaten grains. This wheat must be bot right else shippers will suffer a heavy loss on it, and under no consideration should it be mixed with good wheat.

HOT CORN is causing much grief in every terminal market, partly because of the condition of the corn when loaded and largely because of the slow movement in transit. The operation departments of few railroads look upon corn as a perishable commodity and take their time forwarding it. Shippers must conduct a continued campaign of education, as the traffic managers are frequently changed. Corn laden cars shud bear large placards, "PERISHABLE—RUSH," that all who have the handling of the cars may be warned. The shipper, with a good drier, suffers no losses from hot corn; on the contrary, his shipments grade well and sell at a premium because the corn can be shipped anywhere without fear of its heating. All markets are open to it; all will welcome it.

WHEN country grain dealers buy corn by the same grades they have to sell it by, they will give farmers much needed encouragement to select seed with care and prepare grain for market. The dealer who will accept rotten or soft at the same price as sound corn has a wishbone where his backbone ought to be. The farmer would not offer this poor stuff to his own horses, yet would not think of taking it out because the dealer is willing to pay as much for it as for the best. Country buyers occasionally squirm when a dead cat or scrap iron is delivered at the price of No. 2 corn, but few have sufficient nerve to protest to the offender, hence it is but natural farmers should feel that any time spent in improving the quality of corn marketed is wasted. Sharp discrimination against the poor in favor of the good wud quickly work the desired reform.

BUFFALO'S ELEVATOR POOL.

The western Elevating Ass'n in Buffalo has been dissolved and the eight railroad elevators of that port will hereafter handle grain without regard to the independent houses. The independent elevators will continue the old organization and it is expected that the old rates which were the highest transfer charges ever levied on grain will be charged.

Many, many schemes have been brot forward to break up this iniquitous pool which has levied a heavy tax on lake grain passing thru that city to the seaboard, and the state long ago enacted a law regulating elevator charges. But in spite of all the legislation, agitation, and litigation the pool continued to tax the trade inordinately.

The Hepburn amendment to the Interstate Commerce Law seems to have struck in an unexpected point and the unexpected has happened. No doubt some of the ex-members of the pool will discriminate against canal grain and in favor of the railroads just as they have done heretofore; but the houses operated by Spencer Kellogg may be depended upon to handle grain for a lower fee and for all comers regardless of the means taken to transport the grain from the city. Long death to the elevator pool.

CARRIERS' LIABILITY FOR DELAY.

The car famine which still handicaps shippers at many points in all sections of the country has resulted in many wud-be shippers being forced to suspend business so long that some quite prosperous merchants are now on the point of bankruptcy. Suits have been brought to annul the charters of some northwestern roads and quite properly.

A Georgia firm has filed bills against the Augusta & Florida railroad for demurrage claims aggregating over \$70,000.

Pence & Goodwins of Pence, Ind., have brought suit against the C. & E. I. R. R. for \$3,000 damages to grain in store because of its failure to provide cars.

Nebraska dealers have also taken up this subject in earnest. At a meeting in Nebraska City last week, a committee consisting of W. B. Banning of Union, A. J. Denton and E. A. Duff of Nebraska City was appointed to get legal advice concerning the liability of the railroads for damages resulting from carriers failing to furnish cars.

Shippers have suffered so many losses on account of grain deteriorating and market declining that it seems time all were co-operating in a vigorous demand for payment of their damages in every case. Meekly tolerating the forced suspension of their business is not likely to encourage carriers to furnish the transportation facilities needed to comply with the letter and spirit of their charters.

The repeated and continued delay in furnishing cars at almost every point in this country has reached such a chronic condition, shippers must hesitate to buy any grain for fear it will rot on their hands before they can get cars to ship it out.

The car famine has gone from bad to worse and then got so much worse than any shipper had ever dreamed possible that the members of the grain trade can no longer afford to sleep on their rights. They must co-operate in the demand for shipping facilities and never expect to receive fair treatment until they force the carriers to give it.

New Rate Schedule Deferred Until May 1st.

If ever the grain shippers of Indiana and Ohio have been dubious as to the benefits derived from their associations, then all doubts must be cast to the winds by the excellent work done by these associations in securing the thirty day postponement of the proposed advance in freight rates.

The first protest was entered by the Ind. Grain Dealers Ass'n with its State Railroad Commission, Mar. 22. Until that week shippers had confidence in the promises of railroads to give them cars to move out grain accumulated during the winter and bot on the basis of the old freight rate.

Never before had the shippers of this territory experienced a rise in rates in the spring, and the impression prevailed that the railroads wud reduce rates to meet lake competition as in years gone by. By quick and vigorous work on the part of the associations of Indiana and Ohio the advance in freight rates was postponed to May 1st, and shippers promised cars to move out the accumulated stocks.

At the hearing in Chicago before the Central Freight Ass'n, Mar. 28, were O. P. Gothlin, R. R. Commissioner of O.; Chas. V. McAdams, R. R. Commissioner of Ind.; Chas. B. Riley, Sec'y of Ind. R. R. Commission; J. W. McCordle, Sec'y Ind. Grain Dealers Ass'n; J. W. McCord, Sec'y O. Grain Dealers Ass'n; John F. Courcier, Sec'y Grain Dealers National Ass'n; Fred Mayer, Pres. Toledo Produce Exchange; H. E. Kinney, representing Indianapolis Board of Trade; Grant McMorran, Pres. Miami Valley Grain Dealers Ass'n; B. A. Lockwood, ex-Pres. of the National Ass'n; and the following shippers: T. Kirkpatrick, Raub, Ind.; F. E. C. Hawks, Goshen, Ind.; John Duncan, St. Paris, O.; Robert Barr, Chalmers, Ind.; E. A. Hawkins, Otterbein, Ind.; J. R. Barr, Earl Park, Ind.; W. Hawkins, Fowler, Ind., and D. E. Harrington, Otterbein, Ind.

Sec'y McCordle of the Ind. Ass'n had prepared a detailed statement showing amount of grain on hand at many stations where shippers had been unable to get cars to move out freight. Grant McMorran presented a similar statement.

Mr. J. R. Barr showed that the taxes, amounting to \$1,795, on 80,000 bus. of corn and 150,000 bus. of oats which his firm had stored, wud be assessed Apr. 1st unless shipment could be made before. The proposed advance in freight rates wud cost his firm \$1,500 additional freight on this grain, which taken with the interest borrowed to carry the grain wud much more than off-set the firm's profit.

The railroad freight agents were pleased that shippers were not asking a reduction of rates, but merely the postponement of the new rate. The Interstate Commerce Commission issued a special permit for railroads to cancel the advance without the usual thirty days notice and accordingly the new tariff was postponed until May 1st.

The country shippers of Illinois were not represented at the hearing and Mr. E. B. Boyd of the Chicago Board of Trade Transportation Dep't was satisfied to let new rate go into effect as previously announced; accordingly the Illinois roads, with the exception of the Wabash and one or two minor lines, permitted the new rates to go into effect Apr. 1st.

On May 1st all of the lines will put the

new rates into effect. Until then Ohio and Indiana shippers will be given an opportunity to get out their grain at the old rate. And yet some dealers hesitate to support their trade ass'ns.

New Illinois Inspection Law.

Frank R. Covey of Belvidere, representative from the 8th district, has introduced in the house a bill, No. 747, to amend the Illinois grain inspection law of 1871. The bill extends the control of the Chief Grain Inspector over the entire state, corrects void sections of the old law, and places the employees of the registrar's office under the chief inspector. The bill has been amended and referred to the committee on Warehouses. The amended sections of the old law, except that relating to the registrar's office, the wording of which has not been settled, will read as follows:

Section 1. Be it enacted by the People of the State of Illinois, represented in the General Assembly: That sections 3, 4, 6 and 14 of "An Act to regulate public warehouses, and the warehousing of grain, and to give effect to article thirteen of the Constitution of this State, approved April 25, 1871, in force July 1, 1871," be and the same is hereby amended so as to read, as follows:

Sec. 3. The proprietor, lessee or manager of any public warehouse of class A shall be required, before transacting any business in such warehouse, to procure from the Board of Commissioners of Railroads and Warehouses, a license, permitting such proprietor, lessee or manager to transact business in such warehouse, under the laws of this State, which license shall be issued by said commissioners upon a written application therefor, which shall set forth the location and name of such warehouse, and the individual name of each person interested as owner or principal in the management of the same; or, if the warehouse be owned or managed by a corporation, the names of the president, secretary and treasurer of such corporation shall be stated; and the said license shall give authority to carry on and conduct the business of a public warehouse of class A in accordance with the laws of this State, and shall be revocable by the said commissioners after full hearing, upon satisfactory proof of violation of law by such licensee, such proof to be taken in such manner as may be directed by the board of commissioners by said commissioners to be established by said commissioners.

Sec. 4. The person receiving a license as herein provided, shall file with the Board of Commissioners of Railroads and Warehouses, a bond to the People of the State of Illinois with good and sufficient surety, to be approved by said commissioners, in the penal sum of ten thousand dollars, conditioned for the faithful performance of his duty as a public warehouseman of class A, and his full and unreserved compliance with all the laws of this State in relation thereto.

Sec. 6. It shall be the duty of every warehouseman of class A to receive for storage any grain that may be tendered to him in the usual manner in which warehouses are accustomed to receive the same in the ordinary and usual course of business, not making any discrimination between persons, desiring to avail themselves of warehouse facilities; such grain, in all cases, to be inspected and graded by a duly authorized inspector, and to be stored with grain of a similar grade, received at the same time, as near as may be. In no case shall grain of different grades be mixed together while in store; but, if the owner or consignee so requests and the warehouseman consents thereto, his grain of the same grade may be kept in a bin by itself, apart from that of other owners, which bin shall thereupon be marked and known as "separate bin." In a warehouse receipt be issued for grain, if kept separate, it shall state on its face that it is in a separate bin, and shall state the number of such bin; and no grain shall be delivered from such warehouse unless it be inspected on the delivery thereof by a duly authorized inspector of grain. Nothing in this section shall be construed as to require the receipt of grain into any warehouse in which there is not sufficient room to accommodate or store it properly, or in cases where such warehouse is necessarily closed. No grain shall be received into any elevator or warehouse, whether public or private, located in cities having a

population of not less than one hundred thousand inhabitants until it has been inspected and graded by a duly authorized inspector, and no grain shall be delivered from any such warehouse or elevator unless it be inspected on delivery thereof by a duly authorized inspector.

Any person who shall neglect or refuse to cause grain to be inspected as in this section provided shall upon conviction be fined in a sum not less than \$100 for each and every offense.

Sec. 14. It shall be the duty of the Governor to appoint, by and with the advice and consent of the Senate, a suitable person who shall not be a member of the board of trade, and who shall not be interested either directly or indirectly, in any warehouse in this State, a chief inspector of grain for the entire State of Illinois, who shall hold his office for a term of two years unless sooner removed as hereinafter provided; the office of said chief inspector of grain shall be in the City of Chicago.

2. It shall be the duty of such chief inspector of grain to have a general supervision of the inspection of grain, as required by the constitution and laws of the State, under the advice and immediate direction of the Board of Commissioners of Railroads and Warehouses; also to have general supervision over all deputy inspectors now appointed or hereafter to be appointed.

3. The said chief inspector shall have the authority to appoint, upon the approval of the Board of Commissioners of Railroads and Warehouses, such suitable persons in sufficient numbers to act as deputy inspectors, who shall not be members of the board of trade nor interested in any warehouse, and also such other employees as may be necessary to properly conduct the business of his office; upon the application in writing to the Board of Commissioners of Railroads and Warehouses by the proprietor, lessee or manager of a warehouse of class A or class B the chief inspector of grain shall have authority to appoint, upon the approval of said commissioners, a deputy inspector or inspectors and such other employees as may be necessary for the city in which said warehouse is located; said deputy inspectors shall not be members of the board of trade nor interested in any warehouse; no person other than such duly appointed chief grain inspector or deputy inspectors, shall inspect or grade any grain without being liable to the penalties provided in section 20 of said act.

4. The chief inspector of grain shall, upon entering upon the duties of his office be required to take an oath as in cases of other officers, and he shall execute a bond to the people of the State of Illinois, in the penal sum of fifty thousand dollars, with sureties to be approved by the Board of Commissioners of Railroads and Warehouses, to the effect and to the effect that he will faithfully discharge the duties of his said office of chief inspector of grain according to law, and the rules and regulations prescribing his duties; and that he will pay all lawful damages to any person or persons who may be injured by reason of his neglect or failure to legally comply with the law and the rules and regulations aforesaid.

5. And each deputy inspector shall take a like oath, and execute a bond in the penal sum of five thousand dollars when appointed with like conditions, and to be approved in like manner as is provided in case of the chief inspector of grain, which said bond shall be filed in the office of said commissioners; and suit may be brought upon said bond or bonds in any court having jurisdiction thereof, in the county where the plaintiff or defendant resides, for the use of the person or persons injured.

6. The chief inspector of grain, and all deputy inspectors of grain and other employees in connection therewith, shall be governed in their respective duties by such rules and regulations as may be prescribed by the Board of Commissioners of Railroads and Warehouses; and the said Board of Commissioners shall have full power to make all proper rules and regulations for the inspection of grain, and shall, also, have power to fix the rate of charges for the inspection of grain and the manner in which the same shall be collected, which charges shall be regulated in such manner as will, in the judgment of the commissioners, produce sufficient revenue to meet the necessary expenses of the service of inspection.

7. It shall be the duty of the board of commissioners to fix the amount of compensation to be paid to the chief inspector, deputy inspectors and all other persons employed in the inspection service, and prescribe the time and manner of their payment.

8. The Board of Commissioners of Rail-

roads and Warehouses are hereby authorized to appoint a suitable person as warehouse registrar and such assistants as may be deemed necessary to perform the duties imposed upon such registrar by the provisions of this Act.

9. The said board of commissioners shall have and exercise a general supervision and control of such appointees, shall prescribe their respective duties, shall fix the amount of their compensation and the time and manner of its payment.

10. Upon the complaint in writing of any person to the said board of commissioners, supported by reasonable and satisfactory proof, that any person appointed or employed under the provisions of this section has violated any of the rules prescribed for his government, has been guilty of any improper official act, or has been found insufficient or incompetent for the duties of his position, such person shall be immediately removed from his office or employment by the same authority that appointed him, and his place shall be filled, if necessary, by a new appointment; or, in case it shall be deemed necessary to reduce the number of persons so appointed or employed, their term of service shall cease under the orders of the same authority by which they were appointed or employed.

11. All necessary expenses incident to the inspection of grain, and to the office of registrar, economically administered, including the rent of suitable offices, shall be deemed expenses of the inspection service and shall be included in the estimate of expenses of such inspection service and shall be paid from the funds collected for the same.

The Minneapolis Grain Rebates.

The conviction of the Great Northern Railway in the federal court at Minneapolis Apr. 6 is the first case in which a railroad has been fined for granting rebates on grain. The evidence that the road had granted a rebate of 15 cents per 100 pounds on shipments of oats from Sioux City to the Pacific coast was so clear that defendants agreed to a prepared statement and no witnesses were heard. The case was called, the jury selected, the addresses to the jury made, the charge of the court delivered, the verdict returned and the penalty imposed, all in one hour.

While considerable evidence has been heard in the cases of the grain firms and the roads charged with rebating on shipments east from Minneapolis to Duluth it seems purely a matter of the elevation allowance. The expense of elevation and transfer has been allowed at nearly every grain market, and was offered by the Omaha road to several shippers; but the company technically violated the law by failing to divulge the allowance to all shippers by publication in the tariffs filed with the Interstate Commerce Commission, and to-day was found guilty.

The indicted grain firms have learned to their cost that it is unwise to take the rate quoted them by a commercial agent or an official of a railroad as the lawful rate. The law contemplates that all grain shippers shall receive the same service and pay the same rate and in the near future it will be so. Discrimination by common carriers must cease.

TOO LATE TO CLASSIFY.

STANDARD COB MEAL for sale by H. K. Holman Co., Fayetteville, Tenn.

FOR SALE—12 HP. gas or gasoline engine. Good condition. \$175. J. W. Huxford, 51 Prospect St., Torrington, Conn.

ELEVATOR FOR SALE in good town S. E. Neb. on Rock Island, 30,000 bus. storage capacity. Address Trice, Box 7, Grain Dealers Journal, Chicago, Ill.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

DECISION ON DEMURRAGE?

Grain Dealers Journal: Has there been a decision by some United States judge to the effect that a ruling by a state railroad commission could not apply in case the car went from one state to another? I have some suits for demurrage on and believe this decision will be of value to me.—John B. Payne, Lexington, Ky.

Ans.: A decision of the Supreme Court of the United States that the state demurrage law of Texas is unconstitutional was published in the *Grain Dealers Journal* June 10, 1906, page 696; and a later decision of the Texas Court of Civil Appeals yielding to the higher court was published in the *Journal* Feb. 25, 1907, page 232. The first named was the suit of the Houston & Texas Central Railroad v. Mayes, and the latter Texas & Pacific Ry. Co. v. Allen.

WHEN IS BROKERAGE DUE?

Grain Dealers Journal: In the last *Journal* the Ohio Cereal Co. asks if the seller must pay brokerage where grain is rejected by buyer on account of a decline in the market. In reply I would say the seller has a right to cancel the sale.

"Where a buyer to whom goods are consigned, wrongfully refuses to receive them on their arrival within a reasonable time, the seller is authorized to rescind the sale." Supreme Court of Alabama in suit of Stafskey v. Southern Ry. Co., reported in 239 Southern Rep. 132.

In general, brokerage becomes due when the broker has procured a purchaser able and willing to perform; but the subsequent refusal of the buyer to take the goods, wrongfully, demonstrates that he is unwilling to perform, and the broker must procure another purchaser in order to earn his commission.—L. X.

WIN TRADE BY TACTFUL CONSIDERATION.

Grain Dealers Journal: I see in your *Journal* of March 25 that a young man in western Nebraska wishes to know how to cultivate trade. In the first place, Mr. R. S. R., do you ever brag on the brown mule or bay horse?

If the farmer's team is foolish, do you ever help to get them on the scales?

What kind of an acquaintance have you with the farmer boys? Do you make them feel that you are above them?

Now to win these boys and their fathers too, just wear your oldest clothes and an air of good fellowship at your elevator and when you leave your work, even if you change your clothes, DON'T leave off the goodfellowship. Have it always with you, and let your "Good-days" to the farmers be full of earnest brotherliness, which is the very best winner of trade.

Of course, invite a farmer to do business with you, but never try to hurry or force a trade. Let the farmer pick his own time to sell and let him know you are always ready when he is ready. You

know no two men can be managed in the same way, so study your customers and learn what will best please each. And lastly, my brother, always speak well of your competitor. L. F. Cobb, Vice-Pres. Plains Lumber & Grain Co., Tulsa, Tex.

HOW TO CULTIVATE TRADE.

Grain Dealers Journal: The article in the *Journal*, Mar. 25, page 349, by R. S. R., appeals to me more than anything I have read for a long time. I had to go thru the same experience.

I would say to R. S. R.: Don't hide your light under a bushel. Ask the farmers to give you a share of their business. Agree with what they say, if you can consistently, but do not antagonize them; if you can not agree, keep still. If you are a democrat, talk politics with a democratic customer, but not with a republican customer. Talk as tho you understood and had an interest in your customer's business. Do not be loud mouthed, nor assertive nor too positive. Remember that your customer has a set of brains that ought to work as well as yours.

Keep all pictures of political candidates out of your office; place a can of smoking tobacco and a box of matches there instead and invite the farmers to help themselves.

Give straight up and down weights. Don't try to get the usual 10 lbs. on the break of the scales. If they have it weighed you will find that the loss of the 10 lbs. will prove the best money you ever spent. If you know that the grain has been weighed, inquire as to the holding out of the weights and explain to your customer, too, how to look after his own scales and the necessity of doing so often. You can always find leaks around the endgate of any wagon, a year old. Call his attention to these or any other cracks.

Now, do not think I want you to make an inane idiot of yourself. You have a right to your own opinions and to express them. But do so in the right manner, never crowding your views on the other fellow even if called upon to take sides.

Then, your competitor, do not "knock" him, but be friendly. You can visit him toward evening or on dull days and invite him to visit you. Do not remain in his office tho if any one comes in nor quote prices there nor in his elevator. If any one speaks disparagingly of him, you should speak pleasantly or not at all and if you do not like him, keep it to yourself. If you run him down to farmers, they will think and rightly that you are jealous because he gets more grain and will, probably, try him themselves, thinking he must do better than you or he would not be getting so much business.

Mean things you say nearly always reach the ear of their subject. While it is the right thing to solicit business it should be done honorably and with no reference to your competitor. Don't offer the inducements that you will do better than he. They only lead to trouble in the end, as such a statement means but an offer of higher price to the farmer who, when he finds out you are not giving more than the other man, doubts your word while your competitor when he hears that you are offering to do better will boost the price a little, and trouble has started right away.

Cultivate especially those farmers who have scales. Their neighbors will know the meaning when scale owners continue trading with you. Do not wear 2 inch collars, remembering that common clothes with a little nice clean elevator dust on

them will never frighten a farmer. Be accommodating. Be friendly, be patient with the hot headed ones and be honest.—Illinois.

FREIGHT ON CAR DAMAGED BY RAILROAD COMPANY?

Grain Dealers Journal: Out of a shipment of 5 cars of corn to be delivered cool and sweet, Philadelphia rate points, one car arrived hot on account of leaky roof, and buyers wired "Shall we turn over to R. R. Co?" We wired to do so, and we would ship another car in place of it. We asked them to make claim on the railroad for the car of hot corn, promising to give the buyers 8% until they collected claim. They would not do this and we did not ship the other car.

Buyers had advanced us \$300 on the car that got hot and paid the freight, \$80. Now they make draft on us for the amount of our draft plus freight, \$380 in all.

Will we have to pay the freight on this car or will the other party have to collect this himself? Buyers say we will have to pay them and then collect the freight along with the balance.

Will the readers of the *Journal* please tell us what they think about this and whether we can collect from the railroad company?—J. & B.

AUTOMATIC VS. HOPPER SCALE WEIGHTS.

Grain Dealers Journal: I read with much interest the letter written by Mr. F. B. Botkins, published in your *Journal* of March 25th, in which that gentleman endeavors to discredit my statements with reference to automatic scales. Right here it would be appropriate to mention the fact that in making the statements referred to I was merely answering Mr. Sauer's inquiries by giving him the facts as observed by me, and in stating such facts I had no thought of arousing the ire of any salesman for an automatic scale.

I now regret that I attempted any explanation whatever, as I do not care to be drawn into any such controversy, for let me say that I am in no way interested in the sale or manufacture of scales. Nevertheless, on account of the strenuous reply my answer to Mr. Sauer elicited from salesman Botkins, I feel it my duty to call attention to a few statements and comparisons made by him that are not consistent with the facts.

In the first place, he has not attempted to answer any of my statements regarding the actual conditions governing the mechanism of all automatic scales, namely, that all are set with an allowance for the falling grain and therefore any variation in the test weight or specific gravity of the running grain will necessarily cause a variation in the weight arrived at. Then again, the small drafts weighed on these automatic scales are conducive to inaccurate weights for the reason that a slight error in the setting of an automatic scale, multiplied by the many drafts, would make an error of considerable size in a car load. Moreover, the register of an automatic scale must be read correctly just the same as it is necessary to read the weight from any scale beam.

Regarding the view a court of law might take in a case of automatic versus hopper scale weights, let me say that Mr. B. asserts positively that the courts would uphold the weights as registered by the automatic scale without citing any authority for his conclusion. Now in my statements with reference to the matter I

merely expressed an opinion, as I know of no court decisions affecting the question.

I have before me the returns on two cars but recently weighed on an automatic scale on the same day and at the same point. Both these cars contained oats but of different densities and although they were unloaded at the same terminal elevator and weighed on the same hopper scale there, one of them overran twenty pounds and the other overran four hundred and thirty pounds. This shows conclusively an error in the setting of the automatic scale.

However, this error was greater when weighing one car than in weighing the other, due, no doubt, to the variation in the density of the oats. Mr. Botkins' argument that when there is any difference in weights, as in the case just mentioned, the automatic scale is unjustly blamed does not fit in this instance, as I am advised that of four other cars weighed on the same hopper scale that day, and which were originally weighed on track scale, three ran short less than sixty pounds each and the fourth, which was leaking, fell short two hundred and sixty-five pounds.

Mr. Botkins states that Mr. Sauer is not sure of the weights returned by his weighman. Now, if this same weighman was reading the register of an automatic scale as each car was loaded, would Mr. Sauer feel that his weighman was more accurate when reading such register than he would be reading the beam of his hopper scale.

If Mr. Sauer is not sure of the accuracy of his man would it not be better for him to equip his hopper scale with a good recording beam, that would make it impossible for his weighman to make an error, than to attempt to prevent errors by installing an automatic device, with a register for his man to read instead of a scale beam, and a device the accuracy of which depends upon the correctness with which this same weighman adjusts the moving poise to suit the different densities of the grain?

Now the horse illustration given by Mr. B. is rather far fetched. In the first place, even where grain is correctly weighed at both the initial and unloading points, and no loss occurs in transit, there will be a shrinkage and such shrinkage will vary in amount according to the kind, quality and condition of the grain and the amount of dirt and moisture it may contain. If the grain should heat in transit to any extent, as much of the corn is doing at the present time, the loss in weight due to such condition may reach into the thousands of pounds.

Right here this question occurs to me, even if the shipper had weighed the six horses at the time they were loaded, does Mr. Botkins think that the railroad company would compensate the shipper if the horses, when weighed at destination, were found to have lost a certain amount in weight in transit? Then again, where is there a railroad company that will accept the shipper's count as to the number of horses delivered or that would be willing to accept the word of any shipper that the registering dial of his automatic counter showed that six horses were loaded into a certain car.

I would also refer to Mr. B's comparison of bank adding machines with automatic grain scales. How long would the National City Bank tolerate an adding machine the accuracy of which depended upon frequent adjustments by its clerks? In other words, a device that must be set with an allowance for different kinds of

figures where an error in the setting would result in ten dollars being added as nine dollars and ninety cents.—Yours truly, S.

ADDRESSES WANTED OF SHIPPERS OF KILN-DRIED CORN.

Grain Dealers Journal: We would like to learn thru the Journal the names of several shippers of kiln-dried corn.—Gwinn Bros. & Co., Huntington, W. Va.

A. B. Jaquith a Suicide.

Arthur B. Jaquith, president of the Exchange Grain Co., Omaha, Neb., committed suicide Apr. 2, by shooting himself thru the heart, no doubt the result of ill-health and worry. Two years ago he tried to run a corner in May corn which all but broke his mind and he had never been the same since.

President of the Exchange Grain Co., a charter member of the Omaha Grain Exchange, a director of the Exchange and Chairman of the membership com-



A. B. Jaquith, Omaha, Neb., Deceased.

mittee, one of the most important committees of the Exchange he will be greatly missed. He was also a member of the Chicago Board of Trade.

For twenty years Mr. Jaquith was associated with the late Frank H. Peavey of Minneapolis in the grain business being manager of the Peavey business in Omaha which was carried on under the name of the Omaha Elevator Co. About seven years ago his health began to fail and he was sent on a trip around the world in hope of recuperating.

He together with Mr. G. E. Barnes organized the Exchange Grain Co., and his wide acquaintance brot him a large business. Mr. Jaquith was a man of strong convictions and set purposes. He had few enemies and many warm friends. He was public spirited and among men had the power of executive ability and leadership.

His life was insured for \$60,000 and his financial and business standing was of the best.

The members of the Exchange adopted resolutions which were ordered recorded in the Exchange minutes and a copy sent to the bereaved family.

The South Australian government now is issuing official certificates of inspection at the request of a number of Adelaide grain dealers.

Crop Reports

Canada.

Winnipeg, Man.—The acreage to be sown to wheat is estimated at 5,514,900; against 5,013,500 in 1906; and 68% of the wheat land had been plowed for seeding on Apr. 1, in Manitoba, Alberta and Sask.—Frank O. Fowler, Secy. Northwest Grain Dealers Ass'n.

Edmonton, Alta.—In its first crop bulletin of 1907 the dept. of agri. of the province of Alberta gives the yields of last year, as follows: Spring wheat, 22.75 bus.; winter wheat, 23.34 bus.; oats, 40.82 bus.; barley, 29.04 bus.; flaxseed, 10.14 bus.; rye, 22.61 bus., and speltz, 27.91 bus.—Geo. Harcourt, Deputy Minister.

Winnipeg, Man.—The wheat situation on Apr. 1 in Manitoba, Alberta and Saskatchewan was: Cars inspected to date, 42,230,000 bus.; in store at country points, 19,250,000 bus.; in transit not inspected, 990,000 bus.; shipped by G. N. R., 350,000 bus.; marketed at Winnipeg, 250,000 bus.; total marketed to date, 63,070,000 bus.; allow for country mills, 3,000,000 bus.; allow for seed, 9,000,000 bus.; total, 81,070,000 bus.; marketed at this date last year, 63,847,800 bus.; balance of wheat in farmers hands to market, 8,560,000 bus.; oats in farmers hands to market, 4,000,000 bus.; barley in farmers hands to market, 450,000 bus.; flaxseed in farmers hands to market, 8,900,000 bus.—Frank O. Fowler, Secy. Northwest Grain Dealers Ass'n.

Illinois.

Wilmington, Ill.—Wheat looks very fair as it came thru the winter in good shape. Farmers are now seeding as fast as they can. The ground is in fine condition.—D. P. Riley.

Indiana.

Azalia, Ind.—Growing crops are looking very well.—Job Hamblen.

Marion, Ind.—Much of the wheat in this locality has been winter killed.—The Burge Milling Co.

Farmland, Ind.—Wheat in this part of the country is all right. Very little, if any, killed.—Leo Barker, mgr., Goodrich Bros.

New Lisbon, Ind.—Wheat has been damaged by the winter weather but may yet make a fair crop under favorable conditions.—C. W. Mouch.

Rockfield, Ind.—The wheat of the late sowing is badly frozen where thin, the thicker portions having escaped injury.—J. B. Logan, Donlin & Ryan.

Valparaiso, Ind.—Wheat sown in clay has been heaved out by continued thawing and freezing while that in sandy soil is doing very well.—The Valparaiso Grain & Elevator Co.

Letts, Ind.—Wheat looking fine since the heavy rains and warmer weather; still, it is somewhat damaged. Probably 15 per cent of the old crop in farmers hands.—G. W. M.

Moran, Ind.—Wheat is improving since the recent rains. Most of the oat crop has been marketed. A large amount of the corn crop is still in the country.—D. S. Nees & Son.

Lima, Ind.—Wheat has wintered well in this section. Old wheat nearly all shipped out. Oats very scarce as the crop of last season was a very poor one. A great deal of corn still in farmer's hands.—Smith & Sweitzer.

Monticello, Ind.—The corn crop, excepting about 25 per cent, which will be held until after corn planting, has been marketed. Not much oats left in farmers' hands. Think growing wheat but little damaged.—Loughry Bros. Milling & Grain Co.

Roann, Ind.—The wheat was considerably damaged by the severe cold snap after the warm weather of Jan., tho it is picking up somewhat now. Most of the old crop of wheat and oats has been shipped. All the corn will be needed here.—I. J. Lewis & Bro.

Anderson, Ind.—Growing wheat is in good condition, has been greatly improved by the warm rains and ought to make a good crop. A much larger acreage than usual has been sown.—Wellington & Sons, Bicknell, Ind.—The growing wheat crop in this locality is in better condition than any crop we have had for years; no damage by freezing or insects. The farmers will soon sow oats.—C. & E. Phillippe.

Crop Reports.

[Continued from page 407.]

Odon, Ind.—Wheat in this section looking fine. Oat sowing progressing well, the weather being favorable.—The Odon Milling Co.

Kendallville, Ind.—Wheat has improved wonderfully the past 3 weeks. Prospects are for an average crop.—J. C. Fetter, Campbell & Co.

Clarksville, Ind.—Wheat is looking fine and should make good crop. Oat sowing is well under way; acreage is much larger than last year.—J. L. Storms & Co.

Blaine, Ind.—Wheat has been badly damaged; not more than half of a crop can be produced under the most favorable conditions. A large crop of oats will be sown this spring.—The Haynes Milling Co.

Plainville, Ind.—Wheat not affected by high waters is looking fine. Farmers in this locality are late in the sowing of oats, which will not be large. Very little corn, wheat or oats left in farmers hands.—C. M. Lemon.

Boggsstown, Ind.—On account of the recent freeze there is much concern for the newly sown oats. Wheat is damaged perhaps one-third, with comparatively no wheat in farmers hands.—Agt. Nading M. & G. Co.

Winchester, Ind.—The condition of the growing wheat of this section of the country is not nearly as good as we had hoped to see it. It has deteriorated very much in the last thirty days. While the recent rains have been of some benefit, still the probabilities now are for not over 50% of an average crop per acre and no doubt if a material improvement in its condition is not made during this month, many acres will be plowed up and planted in corn.—P. E. Goodrich.

Kansas.

Solomon Rapids, Kan.—Crops in fine condition at present.—Johnson & Thierolf.

Ottawa, Kan.—The farmers report the wheat to be in fine condition.—The Ottawa Milling Co.

Parkerville, Kan.—The condition of the wheat is first-class. Very little old corn in the country.—N. Dilley.

Strawn, Kan.—Wheat is looking fairly well here, but the green bugs are increasing all the time.—Kuhlman Bros.

Parsons, Kan.—Wheat in fine condition. Acreage is about average. Corn planting is progressing finely, that planted early beginning to show.—Chanute Grain Co.

McPherson, Kan.—The growing wheat looks fine, the there is some anxiety among the farmers about the outcome of the high winds and hot weather of the last 4 or 5 days. Vegetation is farther advanced than it has been at this time of the year for 30 years.—F. P. Hawthorne.

Derby, Kan.—Wheat looking good; prospect good for a big crop. Oats all up and look good; farmers are planting corn, sowing about a month ahead of his season to what it has been other years. plenty of moisture in the ground for the growing crops.—Stevens-Scott Grain Co.

Minnesota.

Vesta, Minn.—Most of the farmers are planting on the high lands, the low lands being unavailable on account of last season's dampness. The oat acreage is larger this year and that of wheat smaller than last. Very little grain unmarketed.—Agt., Bingham Bros.

Minneapolis, Minn.—Soil conditions throughout Minnesota and the Dakotas are excellent. There is plenty of moisture. In Southern Minnesota and South Dakota every farmer is busy with wheat seeding or other field work. Many farmers report a large acreage already sown. In South Dakota, where the work is further along than in Minnesota, indications are for about the same acreage of wheat as last season, of which a somewhat smaller percent will be durum. Barley, flax and oats will probably each show larger acreage than in 1906. Many new farms are being opened and much new land will be put in crop. We think the acreage of durum will be increased in North Dakota. Seeding in South Dakota and Southern Minnesota is about ten days in advance of the average date, but in North Dakota and Northern Minnesota there is no prospect that the work will be accomplished earlier than usual.—The Van Dusen-Harrington Co.

Missouri.

Carthage, Mo.—The green bug has been reported at Carthage and Vernon.—C. L. Wright, St. Louis.

Columbia, Mo.—In contrast to the condition one year ago the season is much ear-

lier than for a number of years, most correspondents reporting the crops from three to four weeks earlier. The wheat crop shows the highest average condition at this time of the year since 1901, 94; the highest average is in the central and southwest sections, where the condition is 96, and the lowest average is in the northwest section, 90. The condition in the northwest was affected on account of the dry weather last fall, which caused the wheat to be sown late and much of it germinated poorly. There is some danger that on the richest land the wheat may be too rank, and if the season continues favorable may cause lodging later on. Hessian fly has been reported in only a few counties. Green bugs, causing so much alarm in the southwest, have made their appearance in some sections of Jasper and Barton Counties, but up to this time have caused no very great damage. Of all the correspondents reporting for the entire state there are very few reporting a condition below 80, while numerous correspondents report 100 or more. Every large wheat producing county has an excellent condition. Oats were practically all sown on the first of April and most of the crop is in good condition. At this time last year only 4% of the oat crop had been sown. The average of the oat crop sown on April 1st for the past five years has been less than 40, while this year 88% of the entire crop was sown on that day. A much larger acreage has been sown this year than last year. The exact acreage will be given in the next report. Corn planting has begun in the southern counties, and even as far north as the Missouri River some corn has been planted. Last year but little plowing had been done at this time, but this year 30% of all the corn land has been plowed. A few correspondents in the extreme southern part of the state report some early corn coming up, and the prospects are that a larger acreage will be planted than last year; this will depend, however, upon the weather conditions during the next six weeks. The soil is in splendid condition for plowing and planting.—Geo. B. Ellis, Secy. State Board of Agriculture.

Nebraska.

Schuyler, Neb.—Crop conditions in this state are excellent.—Wells-Abbott-Nieman Co.

Superior, Neb.—Wheat condition is ideal; oats are sown and farmers well up with spring work.—Elliott & Myers.

Fairfield, Neb.—Wheat is looking its best. Oat planting is about over. A great deal of wheat and corn is yet to be moved.—C. S. Borin.

Chester, Neb.—Wheat in fine condition. About 40 per cent of oats sown. Movement of grain will be very light until the summer.—O. L. Brown.

Crete, Neb.—Wheat seems to be doing nicely, the somewhat in need of rain. Shelled corn is coming in somewhat damp and hard to handle.—Crete Mills.

Clarkson, Neb.—The weather is fine and the ground in good condition for sowing small grain. Growing wheat is in excellent condition.—Agt., Crowell Lumber & Grain Co.

Lincoln, Neb.—Our wheat crop is in most excellent shape. We have had light rains over the entire state the past two or three days, which puts the ground in fair shape for seeding.—Central Granaries Co.

Stromsburg, Neb.—Winter wheat is fine. We are having trouble with the winter shelled corn, as it is too damp to grade; most of it is grading No. 4 and no grade. So it is hard to make it balance on the right side of the ledger.—John Erickson.

Tecumseh, Neb.—Wheat and oats never look better in this part of Nebraska. If nothing happens we will have one of the largest crops of wheat and oats we ever had. The soil is in the best of condition, with plenty of moisture.—Tecumseh Mill & Eltr. Co.

Ohio.

Hume, O.—About 5 per cent of the wheat in this vicinity is being turned under and oats sown in its place. We will not have 25 per cent of a crop.—Wm. Boogher.

Jeromesville, O.—The weather has been very favorable and the wheat crop is looking fine. About one-fourth of last season's crop on hand. Oats are scarce and not very good. Hay plentiful.—B. A. Funk & Co.

Ingomar, O.—Altho wheat is looking 50 per cent better since the warm rains of March, one-half of the fields can not make more than 65 per cent of a crop under the most favorable conditions. Some plowing for oats has been done, but none sown as yet.—J. H. Shumaker, agt., Camden Eltr. Co.

Columbus, O.—The present condition of the growing crop, while far from being so encouraging as at this time last year, seems to be quite satisfactory, the average for the state as a whole being estimated at 87 per cent. The report shows a wide range of percentage estimates, Shelby county being reported at 29 per cent., while in Washington county the correspondents estimate wheat conditions at 102 per cent compared with an average. Wheat had but little snow protection during the past winter, and in many sections of the state it has suffered severely by exposure; however, in many fields where it now appears spotted and brown, the plants have sufficient root growth and vitality to green up nicely with favorable weather. Late sown wheat appears to have been most affected by this exposure. The unprecedented floods during the past month have played havoc with wheat on bottom lands, the fields being badly washed and the crops utterly ruined. This same condition exists on fields of clay soil or where improperly drained. This wheat ground will, of necessity, be abandoned and put to other crops. Of the crop of 1906 20 per cent is in producers' hands. Winter barley and rye are subject to the same conditions affecting wheat, their respective conditions being now 85 and 90 per cent. The condition of corn in the crib is excellent, being estimated at 93 per cent compared with an average. Corn fodder remaining out during the winter was seriously damaged by heavy rainfalls, 10 per cent of it remaining unhusked.—J. L. Calvert, secy. Ohio Dept. of Agri.

Oklahoma.

Fairmont, Okla.—We are having good rains here and prospect for a wheat crop is very promising.—Geo. Haskins, agt. Randels & Grubb.

Marshall, Okla.—Wheat in this section has been damaged about 10% by the green bugs, and oats are practically ruined. We had a good soaking rain which will do lots of good for the wheat and corn.—Pearson & Hayton.

El Reno, Okla.—There will be no wheat nor oats in Canadian Co. this season. The green bug has taken the oats and wheat and is commencing to eat the corn. The air is full of winged bugs and ground is covered with wingless bugs.—T. J. Rasp, mgr. Farmers M. & E. Co.

Enid, Okla.—From practically every section of the territory damaging reports continue to come regarding the headway that the green bugs have made during the last week of March, until I am led to believe that unless something happens to these insects, and that immediately, our damage will reach at least 90% in the next ten days. The writer in company with experts drove out and examined more than fifty fields of wheat and oats, and in every instance we found bugs in large quantities and working aggressively. Besides the damage done to the wheat the insects are working great havoc to the oats that are just coming out of the ground, and a very large per cent if not all will have to be plowed up. This condition is pretty general.—C. F. Prouty, Secy. Grain Dealers Ass'n of Oklahoma and Indian Territories.

Tennessee.

Columbia, Tenn.—Wheat crops are in splendid condition. Acreage is slightly under that of last year.—Columbia Mill & Eltr. Co.

South Dakota.

Artesian, S. D.—Weather cloudy; some seeding done; ground in fair condition; there will be quite an acreage of breaking done here this year.—A. S.

Texas.

Ponder, Tex.—Wheat and oat crops entirely killed by the green bug. Corn is not doing well.—C. N. Skogg.

Renner, Tex.—Wheat and oat crops are almost entire failures. Can not tell anything about corn yet.—F. W. Jackson.

Government Crop Report.

Washington, D. C., Apr. 10.—The crop estimating board of the Dept. of Agri. finds the average condition of winter wheat on Apr. 1 to have been 89.3 against 89.1 on Apr. 1, 1906, 91.6 on Apr. 1, 1905, and 85.3, the mean of the April averages of the last 10 years.

The average condition of winter rye on Apr. 1 was 92, against 90.9 a year ago, 92.7 two years ago, and a 10-year average of 89.2.

Demand for unpolished rice has reached considerable proportions, reports John Green, secy. of the Crowley Rice Milling Co., Crowley, La.

Indianapolis Transfer Elevator "B."

The combination of a wood working house with ample fireproof storage room adjacent gives the ideal terminal grain storehouse. The store-room may be made permanent without fear of ever having to tear it down, but changes in needs or desires often make material alterations in the handling house absolutely necessary, and where the house is built of wood changes can be made at a minimum expense.

Of such construction is the new Indianapolis Transfer Elevator "B," illustrated herewith, which has just been completed by the Barrett & Record Co. The plant is arranged to facilitate the quick handling of grain and equipped with all the latest and best mechanical devices.

THE WORKING HOUSE is 42x56 ft. and 156 high, covered with galvanized corrugated iron. It has a heavy foundation of concrete. The train shed adjoining is 48 x68 ft., built of steel frame resting on concrete foundation and covered with galvanized corrugated iron. Three tracks pass thru it and long distances each side so that each car can drop or receive a load and pass on without interfering with those which follow.

Adjoining the house between it and the power plant is a tower 12x14 ft. extending to the top of the building in which is the stairway, passenger elevator and rope drives. The brick engine room contains

a 350 h. p. Corliss Engine, three large boilers of late design and dynamo to supply electric current to passenger elevator and lighting system.

The house contains the latest improved cleaning and clipping machinery, 3 Fairbanks Hopper Scales of 2500 bus. capacity with a garner of like capacity above each hopper. The working house has 17 bins and 3 eltr. legs of large capacity. Two shipping spouts are provided so grain can be loaded into cars on either of the two tracks nearest house.

THE STORAGE BINS are constructed of semi-porous vitrified cellular tile, the 18 large bins being 85 ft. high and 34 ft. in diameter. The interstices between these bins form 10 intermediate bins. The two conveyor galleries above the bins contain large belts for conveying the grain into the bins. It is removed from the tile bins with the same apparatus below.

The plant is operated by the Cleveland Grain Co., R. G. Hunt of Chicago being superintendent.

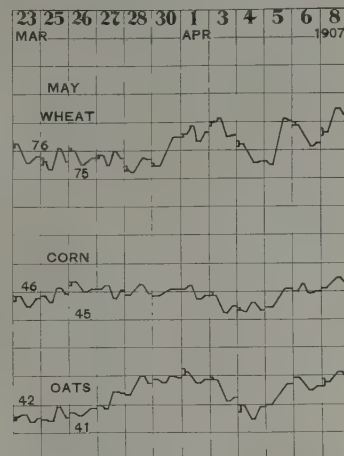
Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to April 10, 1907, have been 195,246,004 bus.; compared with 205,108,523 bus. for the corresponding period of 1905-06.

Corn receipts for the present crop year have been 153,119,617 bus.; compared with 141,766,659 bus. for the corresponding period of 1905-06.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Apr. 9 are given on the chart herewith:



Kansas interior mills ground 22,000,000 bus. of the 76,000,000 bus. of wheat grown in the state last year.

Western grain markets will be visited by Dr. Wiley of the Dept. of Agri. to look into the enforcement of the pure food law.



New Transfer Elevator "B" at Indianapolis, Ind.

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

MOVED TWO CARS THIS YEAR.

Grain Dealers Journal: We think the prospect is slim for the passage of the reciprocal demurrage bill. At any rate it can not make matters any worse than they have been for the last year.

The railway company has moved two cars from this station in 1907. We shipped two cars Dec. 14 and have no returns, yet, Mar. 11.—Flora Elevator Co., Flora, N. D.

MORE CARE NEEDED IN FILLING BS/L.

Grain Dealers Journal: I believe that if grain shippers would exercise more care in their preparation of Bs/L the banks and consignees would experience less difficulty with their "Shippers' Order Bs/L." Bills of Lading should be filled in with pen and ink. It has long been our custom to stamp on back of B/L with large rubber stamp the following:

Deliver to _____

_____ upon payment of

draft attached.

J. F. ZAHM & CO.

Upon receipt of money, bank stamps both draft and bill of lading "paid." If B/L is not marked paid, then our stamp gives notice to railroad company not to deliver grain. Fred Mayer, Toledo, O.

A CORRECTION.

Grain Dealers Journal: In your issue of March 25th, bottom of third column, page 355, appears an article reflecting not only on me but on the company I represent. Your correspondent exceeds the proper limits of a news article, by concluding with a flippant and scurrilous criticism based on a tissue of falsehoods. In addition to bad grammar, his communication is inspired by a spirit of persecution and malice as unwarranted as it is unbecoming.

As to facts; I called on Mr. Brauer, and asked him about the account and in our effort to have it adjusted he promised me to obtain the affidavit of his man at Harness, who loaded the corn involving the dispute. At the same time he sold me two cars of corn, making shipment some time later without invoice. Our office

wrote and wired for nearly a week to obtain a statement from Mr. Brauer of the weights loaded and only then declined to honor his draft unless he authorized a reduction.

This he refused to do and instructed the Union Grain & Hay Co. to handle the property. Learning this, we took steps to protect our interests. The corn was not consigned on commission, as your correspondent states, but bot from Mr. Brauer and we were, without doubt, entitled to the profits represented by the advance in the market. In the final settlement was included the claim for \$9.10, as Mr. Brauer had failed to send us the affidavit as agreed. This is a true statement of the transaction, which was honorable in every detail.

In conclusion, I will add that if Mr. Brauer will furnish the affidavit, as he told me he would, our company stands ready to refund the \$9.10. Respectfully, Peter Van Leunen, V. P. and Gen'l Mgr., the Cincinnati Grain Co., Cincinnati, O.

ROAD SHUD PAY STORAGE WHILE WAITING FOR CARS.

Grain Dealers Journal: We think that cars shud be loaded as soon as received by the shipper, and unloaded the same way. We have had orders in for cars for a month and can not get them.

We think the railroad company shud pay the shipper storage on grain in warehouse while we are waiting for cars, just as they charge us for freight left at the warehouse over a specified time (tit for tat). On a declining market look what the shipper loses, whereas if he could get cars when ordered he would be safe.—Roy M. Tucker Grain Co., Bay City, Wis.

NOT GUILTY.

Grain Dealers Journal: In your issue of Grain Dealers Journal of November 10, 1906, page 528, column 1, you published an article reading as follows: "Pontiac, Ill.—C. L. Aygarn, who at one time was in the grain business here, has been indicted by the grand jury of Livingston County for selling property not his own. He bot a piano on time, but was not to get title until it was paid for. However, he did not hesitate to sell it for cash. Mr. Aygarn was one of Attorney Marble's star witnesses before the Interstate Commerce Commission recently."

On the 7th day of March, 1907, the case referred to in this article was called for trial, and at the close of the testimony for the prosecution, without being called upon to produce a witness on my behalf, the Court instructed the jury to find the defendant not guilty.—C. L. Aygarn, Pontiac, Ill.

Imports and Exports of Rice.

Rice, rice flour, rice meal and broken rice amounting to 123,753,973 lbs. was imported into the United States during the 7 months prior to Feb. 1, 1907, compared with 76,914,539 lbs. for the corresponding period of 1905-06.

Exports of rice, rice flour, rice meal and broken rice during the 7 months prior to Feb. 1, 1907, amounted to 18,742,886 lbs. of domestic and 4,368,859 lbs. of foreign growth, compared with 29,213,144 lbs. of domestic and 6,727,560 lbs. of foreign origin for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

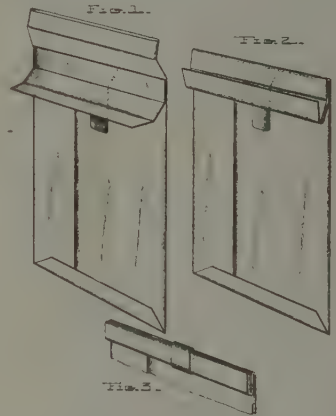
The northwestern arguments against durum fall on deaf ears since the growers in the semi-arid districts must raise a drought resistant wheat or none.

A Sample Mailing Envelope.

A paper bag for mailing seeds, grain and the like has been invented by John B. Merkels of Chicago, who has been granted letters patent, No. 847,353, on the method of closing.

As shown in the engraving herewith, Fig. 1, a strip of heavy paper is firmly fastened across the side of the envelope, two-thirds of the width of the strip being free. Between the strip and the envelope is a flexible metal fastener.

To close, the mouth of the bag is folded down on the strip, the lower edge of the latter laid over as in Fig. 2 and then



Sample Mailing Envelope.

doubled up tight as in Fig. 3, which also shows the metal fastener bent completely around upon itself, securely holding the folds.

The closing strip being pasted on separately permits of its being of a different color of stock from the body of the envelope; and this lower fold can be used for notes in handwriting permissible by the regulations of the post office department with reference to grain samples. The postage stamp being placed upon the fold necessarily will have no grain under it and when canceled by the clerk avoids the possibility of the tool breaking the envelope.

Mr. Merkels has been a clerk in the mailing division of the Chicago post office for many years and learned by handling mail the many defects of the average grain sample envelopes in use.

Exports.

Buckwheat amounting to 154,712 bus. was exported during the 7 months prior to Feb. 1, 1907; against 537,683 bus. for the corresponding period of 1905-06.

Broom corn valued at \$167,734 was exported during the 7 months prior to Feb. 1; against \$153,933 worth during the corresponding months of 1905-06.

Malt amounting to 214,730 bus. was exported during the 7 months prior to Feb. 1; against 635,688 bus. for the corresponding months of 1905-06.

Linseed oil cake amounting to 382,835,895 lbs. was exported during the 7 months prior to Feb. 1; compared with 411,658,982 lbs. during the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

A committee of three former presidents of the New York Stock Exchange has been appointed to formulate a plan to cut off all quotations to bucket-shops.

The Seed Corn Specials in Ohio.

The second Agricultural Special train run in Ohio started from Columbus Apr. 2 over the B. & O. S.-W. R. R. under the auspices of College of Agriculture O. S. U. Ohio Agricultural Experiment Station and Ohio Grain Dealers Ass'n.

The train left Columbus in charge of N. G. Spangler Div. Frt. Agt. and O. B. Oyer, Trav. Frt. Agt. The train consisted of baggage car, two passenger coaches, specially fitted for demonstrations, one for alfalfa, one for corn; also a private living car, combination diner and sleeper.

The staff from the College of Agri. consisted of Dean Price, Prof. Foord and Prof. McCall.

From the Exp. Station, Profs. Williams and Kyle.

From Ohio Farm Institute staff Prof. McIntyre and W. J. Chamberlain, J. F. Cunningham.

From Ohio Grain Dealers Ass'n Fred Mayer, J. W. McCord, H. S. Grimes, Grant McMorran, E. H. Culver and C. B. Jenkins.

Forty-five minute stops were made at Grove City, Orient, Mt. Sterling, Bloomingburg, Washington C. H., Sabina, Wilmington, Midland City, arriving at Blanchester at 5 p. m.

At 7:30 p. m. a meeting was held in the opera house with a large attendance, in charge of J. S. Dewey.

On April 3 the train left Blanchester at 8:40 a. m., stops being made at Martinsville, New Vienna, Leesburg, Greenfield, Roxabel and Anderson, completing the schedule at Chillicothe at 4 p. m., which finished the B. & O. S.-W. trip.

In all sixteen stops were made. A total of 1,600 farmers attended the lectures. The interest on part of the farmers was intense at all the stops.

The Pensy. section left Columbus at 8:30 a. m. Apr. 4th in charge of T. S. Trainer and C. H. Schatsman, agents Star Union Line, and representatives of P., C. & St. L.

Stops were made at West Jefferson, London, South Charleston, Cedarville, Spring Valley, Waynesville, Monon, with an evening meeting held in the court house at Xenia, in charge of C. H. Little of the Miami Grain Co., Mr. Greeley and Mr. Smart local dealers.

At South Charleston the lectures were attended by a class from the high school of Selma, accompanied by R. G. Calvert, who continued with the train the remainder of the trip.

On Apr. 5 train left Xenia at 8:05, first stop was at Brookville where there was

a large attendance of farmers and the entire public school, which was dismissed for the occasion.

Stops were made at Eldorado, New Paris, New Madison, Greenville, Gettysburg, Covington, and at Piqua, where a night meeting in charge of local dealers Adlard, Miller and Spencer, was held in the beautiful auditorium of the Y. M. C. A. Many farmers and grain dealers from surrounding towns attended.

After the meeting the staff and the representatives of the O. G. D. A. were entertained as guests of Messrs. Adlard, Spencer and Miller, at a banquet at the Commercial club.

Every person present responded to the call of Toastmaster Miller with an appropriate story. Good fellowship prevailed and at a late hour after a vote of thanks to the hosts, the princes of entertainers, "Good nights" were taken.

On Apr. 6 the train left Piqua at 8:45 stops were made at Fletcher, St. Paris, the home of Mr. McMorran, where the banner crowd of farmers of the whole trip were waiting. Over 300 were in attendance and the baggage car was pressed into service for an overflow meeting.

Mr. Grimes did himself proud in his speech at Blanchester, and having accomplished his master stroke left the party for home on arrival at Chillicothe.

Charley Jenkins left the party at Blanchester and went on an "All Sopping" expedition for a day at Hillsboro, rejoining the special at Xenia.

Scey McCord lost the first day of the Pennsylvania trip on a call to Indianapolis to attend the annual dinner given by the Grain Dealers National Mutual Ins. Co. to its officers and employees. He joined the party again at New Paris.

Prof. Alva Agee, a farmer and a member of the Board of Control of the Ohio Exp. Station joined the party on the Penn. trip for one day.

A. B. Graham, Supt. of Agri. Extension O. S. U., joined the special at Piqua. Mr. Graham's efforts in interesting public school instructors in agriculture is producing grand results in Ohio.

R. G. Calvert, of Selma, rendered very valuable assistance for two days on the Penn. trip.

E. H. Culver, Chief of Demonstrators, made 40 speeches.

Fred Mayer, Chief Boss, made 53 introductory speeches. No variation, not a skip or a break in his fluent delivery.

J. E. Griffin, Frt. Solicitor Penn. Lines, of Indianapolis, was on hand looking for Hot Corn movement.

Asst. Train Master Kendall, of Penn. Lines, conducted the train safely.

Prof. McIntyre was great on Blue

Grass, Short Horn cattle and Potentate Bulls.

Prof. Foord had his 150 acre corn farm on exhibition in the corn car.

Prof. McCall had an "octopus" alfalfa root on exhibition. Cameras to "Shoot" were numerous and every one was "Shot" good and plenty.

The "feed," supplied by the O. G. D. Ass'n and served by porter and cook "Rastus" and "Rufus," was "farmerish" and substantial. It stuck to the ribs. Alfalfa tea was the favorite drink.

Every fellow wanted to be daddy and preside at the head of the board. Many were called but few had the honor to be chosen.

"London was a Frost."

Many dealers located enroute accompanied the special between stations and took the "Short Course," entailing double instruction work on the demonstration staff.

Trainer and Shotsman were the "Servers Up" fiends.

Exports of Glucose, Corn Oil and Cake.

Glucose amounting to 80,734,507 lbs. was exported during the 7 months prior to Feb. 1, 1907; against 99,414,346 lbs. during the corresponding months of 1905-06.

Corn oil amounting to 1,735,436 gals. was exported during the 7 months prior to Feb. 1; against 2,059,466 gals. for the corresponding period of 1905-06.

Corn oil cake amounting to 36,269,172 lbs. was exported during the 7 months prior to Feb. 1; compared with 28,754,443 lbs. for the corresponding period of 1905-06, as reported by O. P. Austin, chief of the Bureau of Statistics.

Bursting Elevator at Prosser, Neb.

The car shortage has been responsible for the bursting of more grain elevators the past winter than any preceding dearth of shipping facilities. Many elevator operators have loaded their houses far in excess of what they had intended or the builders had expected.

Illustrated herewith is the elevator of the Farmers Grain & Stock Co., Prosser, Neb., one end of which was pushed out by grain which spread all over the ground at that end of the house. This elevator has storage room for over 65,000 bus. and has been full for some time, on account of the company's inability to get cars. About 5,000 bus. of grain were scattered over the ground but it was saved without much damage.



Farmers Elevator at Prosser, Nebr., With End Burst Out.

Grain Trade News.

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warded with the order, returned. The farmers see in this only an attempt to place the penitentiary on a paying basis and are placing their orders for Calcutta sacks.

WISCONSIN.

Colfax, Wis.—The Colfax Store Co. will erect a 25,000-bu. eltr. on the ground now occupied by its old warehouse.

Milwaukee, Wis.—Chapin & Co. incorporated, capital stock \$150,000; incorporators C. J. and George M. Chapin and W. J. McElroy.

Oakfield, Wis.—The Oakfield Grain Co. incorporated, capital stock \$10,000; incorporators F. H. Messner, F. J. Bristol, W. C. Ehrhardt and E. T. Hitt. The George Day eltr has been transferred to the company.

Milwaukee, Wis.—Simon Rath, a laborer, was working in an empty bin in the Milwaukee Western Malt Co.'s plant recently, when a partition broke causing him to be smothered by the inpouring grain. He was 38 years old.

Milwaukee, Wis.—The Wisconsin Railway Commission and the legislative committee will give hearings upon the proposed reciprocal demurrage bill in the near future. The Merchants & Manufacturers Ass'n of Milwaukee objects to its passage.

Superior, Wis.—The taking of depositions in the suit by the Minneapolis Chamber of Commerce to prevent the use of its market quotations by the Superior Board of Trade, has been finished here. The case will be continued in Minneapolis where the testimony of the 'Change members will be taken. At the last hearing of the suit of the Chamber of Commerce against the Superior Board of Trade a large portion of the latter body's stock was found to be owned by employees of Edwards, Wood & Co. which, Attorney Mercer attempted to show, is using the Wisconsin city's Board as a cloak under which to conduct bucket-shops thruout the country.

MILWAUKEE LETTER.

The Lakeside Distilling Co. is the first Milwaukee company to take advantage of the new law authorizing the manufacture of denatured alcohol, having notified Revenue Collector Fink.

A move to increase the receiving and handling facilities of grain at Milwaukee terminals is under way and when completed will add ten team tracks to those now available to the trade.

Discrimination against this market by roads not entering the city is evident by their refusal to allow their cars to come here. When one slips in unnoticed no difficulty is experienced in selling it, usually at a premium, for the buyer is able to ship foreign cars east at a small cost.

Jas. Lytle, sec'y and treas. of the Lytle-Stoppenbach Co. who operate fifteen eltrs. in Wisconsin, died March 31st at his residence in Milwaukee, age 61 yrs. Death was due to pleurisy. Mr. Lytle had been sick for a short time, but the news of his death was a surprise to his many friends.

At the election of the Chamber of Commerce held April 1 the following officials were elected for the ensuing year: Pres. Geo. H. D. Johnson; Vice-Pres's W. E. Waugh and W. M. Bell; Sec'y and Treas. W. J. Langson. Directors Clark Fagg, G. C. Holstein and J. A. Mander.

Board of Arbitration, C. R. Lull, Walter Stern, S. P. Humphrey, G. J. Zimmerman and H. H. Peterson. Board of Appeals, F. H. Madgeburg, John Buerger, J. J. Kellogg, G. A. Adlam and C. W. L. Kasuba; Grain Inspector, F. D. Hinkley; Weigher F. F. Clapp.

Considerable difficulty is being encountered by commission merchants in filling sales of barley "to arrive," made prior to the rise in prices. Investigation, with a view of obtaining cars, where shortage is reported, shows that cars are available, thus indicating a desire on the part of the shipper not to fill sales.

Milwaukee, Wis.—Disposition by 6 p. m., provided inspection has been made, is required in a new rule of the Wisconsin Car Service Ass'n, on all grain received on or before 8 a. m. On cars held longer a demurrage charge of \$1 per day will be collected. As the roads insist upon the presentation of orders at their respective offices at 4 p. m., refusing to take telephone orders, the receiver is actually given only 6 hours free time. The receiver's opportunities to dispose of the grain to the best advantage are arbitrarily curtailed to the short time between the close of the market and 4 p. m. It seems unjust that the receiver is allowed only 1 day of free time when the buyer is granted 48 hours.—C.

Directors of Illinois Association Hold Meeting.

There was a meeting of the Directors of the Illinois Grain Dealers Ass'n at the Great Northern Hotel, Chicago, Friday Mar. 29. Those present were, E. M. Wayne, Pres., Delavan; H. I. Baldwin, Treas., Decatur; Directors, Geo. C. Dunaway, Utica; J. C. Collins, Garrett; James L. Brainerd, Springfield; W. M. Webster, Poplar Grove; E. C. Boyer, Tampico; and S. W. Strong, Sec., Pontiac.

Reports from all the Directors were that the Ass'n was in a very excellent condition in their districts. President Wayne made a report of the Uniform Grade Congress, held at Chicago, December 11th, 12th, and 13th, 1906, also of the Reciprocal Demurrage Convention, held at Chicago, January 4th and 5th last.

The Secretary reported that on January 8, 1907, the custom of taking car dockage at the Chicago market, was discontinued, and on the 22d ult. the rule allowing a dockage of 100 lbs. per car at East St. Louis, was repealed, and that there was no dockage now permitted or tolerated in the State of Illinois. This action of the Chicago Board of Trade, and the Railroad and Warehouse Commissioners, will make a saving of several thousand dollars to shippers to these markets, and the Illinois Grain Dealers Ass'n is entitled to credit for its efforts to have this custom discontinued.

A suggestion was made that Sec'y Strong correspond with the Secretaries of Iowa, Nebraska, Kansas, and Ohio Grain Associations with a view of taking concerted action relative to the custom of taking elevator dockage at other terminal markets, particularly at Memphis and New Orleans.

A Committee consisting of President E. M. Wayne, Director James L. Brainerd, and Sec'y S. W. Strong, were appointed to have general charge of the 14th Annual Meeting of the Illinois Grain Dealers Ass'n, to be held at the Auditorium Hotel, Chicago, June 11th and 12th next.

Pres. E. M. Wayne reported that Mr. A. L. Culbertson, of Delavan, had been employed as assistant Secretary, to visit the dealers thruout Illinois, ascertain their

wants, and consult with them as to matters relating to the work of the Association.

Buffalo's New Chief Inspector.

For nearly a year the Corn Exchange of Buffalo has been looking about for a Chief Grain Inspector and Weighmaster to take charge of its department and final-



Alfred Anderson.
Chief Inspector at Buffalo, N. Y.

ly has secured the services of Alfred Anderson, who has been connected with the Grain Inspection Dept. of the Peoria Board of Trade for 14 years, the last five as Chief Inspector.

New G. D. N. Ass'n. Members.

Since the last annual meeting of the Grain Dealers Nat'l Ass'n Sec'y Courier reports the following have been admitted to membership:

Mobile, Ala.—J. L. Suttle.
St. Louis, Mo.—A. L. Deibel.
Hamburg, Ia.—Frank McBride & Co.
Lenox, Ia.—W. E. Wainwright.
Red Oak, Ia.—G. A. Stibbens.
Stennett, Ia.—W. E. Draper.
Chicago, Ill.—Lamson Bros. & Co.
Boston, Mass.—H. L. Buss & Co.; Chapin Grain Co.; Rodney J. Hardy & Sons; Noyes & Colby; Mark Shultes; Newton Shultes; J. E. Soper & Co.; Henry P. Van De Bogart.
Mexico, Mo.—W. W. Pollock.
Brooklyn, N. Y.—William T. Foulks; Shaw & Truesdell Co.
Buffalo, N. Y.—John G. Heinold, estate; S. W. Yantis; Alder & Stofer.

New York, N. Y.—Edward Beatty; Ely Bernays; Clark & Allen; Milmine, Bodman & Co.; W. R. Brown; A. Dunn; C. F. & G. W. Eddy, inc.; Albert C. Field, inc.; J. G. Hagemeyer & Co.; Horace L. Ingersoll; William P. Ketcham; Otto Keusch; Lane & Fox; Thomas Lenane; Henry D. McCord & Son; James Rozell; W. H. Story & Co.; W. S. Travis.

Philadelphia, Pa.—Edmund E. Delp & Co.; Hancock & Co.; James L. King; L. F. Miller & Sons; S. F. Scattergood & Co.

Nashville, Tenn.—J. H. Wilkes & Co.

New York Stock Exchange can put the bucket-shops out of business without any national law. Next month their thirty-year contract on quotations with the Western Union Telegraph Co. expires. They can then deprive the shops of their quotations. It would benefit all legitimate exchanges and the country generally. Will they do it?—C. A. King & Co.

New Home of Buffalo Chamber of Commerce.

The Buffalo Corn Exchange has just completed its first year and its members are much elated over the results, in fact the receipts have so far exceeded the expenditures that memberships, par value \$100, are now worth \$300. Hence it is but natural the membership is growing in

numbers. Yesterday the Exchange held its annual election and re-elected most of its old officials.

The Corn Exchange, whose membership is confined to those identified with the grain trade, is closely allied with the Chamber of Commerce whose building it occupies. The handsome new thirteen story addition to the old Chamber of Commerce building is now completed and will be dedicated April 18 at noon, when

a luncheon will be served. On the same evening the Chamber will celebrate its semi-centennial with a dinner at the Elliott Club.

A number of firms identified with Buffalo's grain trade have already taken rooms in the new addition. Thru the courtesy of the *Buffalo Sunday Courier* we are enabled to reproduce herewith illustration of the old Chamber on the left and the new building adjoining it.



Buffalo Chamber of Commerce and New Addition.

Grain Trade News

ARKANSAS.

Little Rock, Ark.—A. L. Deibel has removed to St. Louis.

Little Rock, Ark.—The bucket shop bill was passed Mar. 22 by the Senate. It imposes a fine of \$1,000 per day on every one connected with the business including the telegraf company and the owner of the property rented by the broker.

Ft. Smith, Ark.—Harvie Jordan, pres. of the Southern Cotton Growers Ass'n, a man who has often read about bucket-shops and once received a "printed letter" from the secy of a cotton exchange, enjoyed the unique distinction recently of having both houses of the state legislature adjourn to hear him prove he is incompetent to distinguish between a cotton exchange and a bucket-shop. Wise lawmakers.

CALIFORNIA.

Stockton, Cal.—A warehouse belonging to the Farmers Union & Milling Co. burned recently, causing a loss of about \$385,000.

San Francisco, Cal.—The heavy floods have done a great deal of damage to stocks of barley and wheat stored close to the tracks awaiting shipment. From the Sacramento Valley come the worst reports, Stockton alone having had 16,000 tons of wheat and 12,000 tons of barley badly damaged. Great concern is felt by the Merchants Exchange.

CANADA.

Carman, Man.—McCabe Bros., of Duluth, Minn., will erect an eltr. here.

Vegreville, Sask.—The Saskatchewan Eltr. Co. has succeeded W. Parker.

Medicine Hat, Alta.—The first carload of wheat ever shipped from here left recently for Fort William.

Shoal Lake, Man.—The Canadian Eltr. Co. is reported to have purchased the eltr. of Randall & Greenshaw.

Toronto, Ont.—It is understood that the Dominion Linseed Oil Co. will remove its Elora plant to this point.

Belle Plaine, Sask.—John Wilson, mgr. for the Western Eltr. Co., was killed recently, when starting his gasoline engine.

Yorkton, Sask.—The car situation is said to be very bad, the 7 eltrs. being full and about 1,000,000 bus. of grain still in the farmers' hands.

Winnipeg, Man.—The Canadian Distilleries Co. is establishing a plant for manufacturing alcohol from low grade grains unsuitable for milling.

Winnipeg, Man.—The case against George Wood, who is alleged to have been conducting a bucket shop, will be resumed the early part of this month.

Fillmore, Sask.—Three eltr. sites have been selected here; one of them is for the Western Eltr. Co., which will probably erect a house the coming summer.

Innisfail, Alta.—Because he allowed weed seeds from the cleaner in his eltr., to blow out over the track, John Lineham has been fined \$10. This is the first violation in this province of the Noxious Weed act.

Caron, Sask.—The eltrs. and 20 granaries on the streets are filled with grain and thousands of bushels are lying in bags on the streets for want of cars in which to ship.

Sarnia, Ont.—The Point Edward Eltr. Co. is placing about \$3,000 worth of improvements on its eltr. with the view of operating the house instead of leasing it to other firms as formerly.

Abernethy, Sask.—The eltr. of the North Star Grain Co., containing 25,000 bus. of wheat, burned March 24. The eltr. will be rebuilt at once. The grain has been sold to the Alexander Milling Co.

Neepawa, Man.—The Manitoba Milling Co. has begun taking down its eltr. here and will move its houses at Arden and Franklin to towns west. The material in the eltr. here will be used to build two smaller houses elsewhere.

Winnipeg, Man.—The Board of Trade advocates the establishment of a tribunal to which complaints concerning the high telegraf and telephone rates prevailing thruout the west, could be referred for redress.

Winnipeg, Man.—The Saskatchewan & Western Eltr. Co., of which James Sinclair is pres. and Frank Topper secy-treas., will add several new eltrs. to its line of houses this season in the Saskatchewan valley.

Port Arthur, Ont.—Nearly 4,800,000 bus. of grain are in store here and the British-American Co. is taking it in at the rate of 90,000 bus. a day. If this rush continues the country shippers will be obliged to hold off until the opening of navigation.

Kennedy, Sask.—The farmers, unable to obtain cars, are dotting the prairies with improvised granaries, containing in all about 20,000 bus. of wheat, to escape hauling over the muddy roads in May. The Northern Eltr. Co. has taken in over 1,000 bus. the past week.

Oakville, Ont.—The Hedley-Shaw Milling Co. and the Maple Leaf Flour Milling Co., of Kenora, have consolidated and will continue business, it is understood, under the name of the Hedley Shaw Flour Milling Co. The capacity of their plants in this locality will be increased and a large mill erected at Kenora.

Winnipeg, Man.—Hon. Robert Rogers states that the action of the Grain Exchange in refusing trading privileges to the Grain Growers Grain Co. is regarded by the government as an arbitrary exercise of the powers conferred upon the Exchange by its charter, and that the legislature will be called together to remedy the conditions.

Canadian readers of periodicals from the States, who wish to enjoy their favorite magazines at the old subscription prices, shud hasten to make known their preference to the Canadian postal authorities. The present postal treaty between the United States and Canada will expire May 7. The Canadian government is considering an increase in the postage on periodicals from the United States that will compel American publishers to raise their subscription prices to Canadian subscribers 50 to 100 per cent.

Winnipeg, Man.—While loading cars with wheat at the Anchor Eltr. recently Byron J. Smith stepped on a loop of the rope and was lifted by the foot 12 feet from the floor. The tightening of the rope cut off his foot at the ankle and he fell head down on the cement floor, sustaining scalp wounds. Mr. Smith recently removed from Holmfild to this city and has been employed in many eltrs. and mills.

WINNIPEG LETTER.

Kinistino, Sask.—The Prairie Milling Co. will erect an eltr. here in connection with a new mill.

Winnipeg, Man.—Large consignments of Canadian wheat have been sent to Zurich, Switzerland, formerly supplied by Russia.

Port Arthur, Ont.—The first cargo of wheat for this season was loaded at the Empire Eltr. April 1, when 150,000 bush. were put into the steamer Midland King.—C.

CHICAGO.

Board of Trade memberships are selling at \$1,800.

G. W. McMullen and Otto Seum have been admitted members of the Board of Trade.

McReynolds' eltr. properties have been sold, the house at South Chicago to Chas. G. Little and the plant at Wood street to Horace L. Brand.

C. G. Bosch, formerly of the Bosch Consumers Barley & Malt Co., Cedar Rapids, Ia., and W. S. Cleveland of Minneapolis, have bot the old Columbia Eltr. and its 4 steel tanks adjoining and are wrecking it.

Applications for membership in the Board of Trade have been made by Berend J. Burns, Woodward Babcock and J. F. Boecker. John P. Upham and James B. Hogarth have applied for transfer of membership.

George S. McReynolds, the convicted grain eltr. proprietor, has been released on bond. He was held in jail a few days after having been saved from removal to the penitentiary by a writ of supersedeas issued by Justice Cartwright indefinitely postponing the execution of the sentence.

Ora G. Kellogg, a former member of the Board of Trade, died suddenly March 26, at the age of 46 years. His death is believed to have been caused from grief over unsuccessful business operations and the recent death of his only son. He is survived by his wife and 2 daughters.

Henry W. Rogers, one of the pioneer grain dealers of Chicago, recently celebrated his 75th birthday, and was the recipient of many congratulations from fellow members of the Board, of which Mr. Rogers at one time was president. Resolutions felicitating him upon the occasion of his 75th birthday were recently adopted by the Board of Trade directors, and conveyed to him in a cordial letter by Secy. Geo. F. Stone, with wishes that his remaining years may be many and replete with happiness, health and prosperity.

The transportation committee of the Chicago Commercial Ass'n has considered the reciprocal demurrage bill, known as the Adkins bill, now pending before the house at Springfield, and believes it not to be satisfactory to all concerned, in its present form, because of the belief that the fixing of the average rate of speed per 24 hours for the movement of freight

would seriously retard the handling of high class freight, the movement of which, in the aggregate, exceeds the proposed speed of 60 miles; and also because it does not provide adequate remedy for a shortage of transportation facilities.

A conference is soon to be held between the grain committee of the Board of Trade and the Illinois Railroad and Warehouse Commissioners, to go over suggestions by the committee and the grain inspection department as to the adoption of the rules for grading established by the uniform grade congress in December. The percentage of moisture permissible in corn grades is likely to be a bone of contention, since it is that the uniform grades will exclude much Illinois corn. The uniform grades allow but 13 per cent moisture in No. 1, 15 per cent in No. 2 and 17 per cent in No. 3 corn, between November and March. A leading authority on grain inspection declares that the limitation to 13 per cent is solely in the interest of the eastern buyer, who wants to be safe.

COLORADO.

Walsenburg, Colo.—The Walsenburg Mercantile Co. has succeeded the Spordeder Feed & Commission Co.—Lou B. Spordeder.

IDAHO.

Kendrick, Ida.—The Kendrick-Rochdale Co. will build a tramway in connection with its plant.

Boise, Idaho.—Governor Gooding has signed the grain warehouse law making the receipt negotiable and exempting the grain from seizure for the debt of the proprietor. The law also provides for the creation of a grain commission to establish grades each year similar to those of Washington and Oregon.

ILLINOIS.

Benson, Ill.—James Shields will build an addition to his eltr.

Galesville, Ill.—P. H. Hayes is the successor of C. M. Shelby.

Bolivia, Ill.—The National Eltr. Co. is the successor of S. Russell.

Harristown, Ill.—Jacobson & Beall have succeeded G. M. Jacobson.

Galesburg, Ill.—N. R. Moore & Co. have succeeded Kiernan & Co.

Kewanee, Ill.—C. A. Wylie, formerly manager, has succeeded M. C. Quinn.

Douglas, Ill.—A. E. Anderson has bot the eltr. here of J. E. Potter, of Hendricks.

Tremont, Ill.—E. Roberts, of Peoria, has bot the eltr. of H. L. Schmutz on the Big Four Ry.

Rock Falls, Ill.—Fred Davison is repairing his eltr. and will install a new elevating dump.

Lena, Ill.—The B. P. Hill Grain Co. has purchased the coal business of Gishwiller & Sullivan.

Cooksville, Ill.—The Farmers Eltr. & Grain Co. has discarded steam power and installed a gasoline engine.

Apple River, Ill.—McFadden & Opie have purchased and taken possession of the eltr. of William McQuillen.

Savoy, Ill.—Mr. Kirkpatrick, of Champagne, has succeeded E. H. Goff as mgr. for the Savoy Grain & Coal Co.

German Valley, Ill.—The H. A. Hillmer Co., of Freeport, will rebuild its eltr. wrecked by a Great Western train.

Ficklin, Ill.—Thos. Abrams has completed arrangements for the razing of his eltr. and the erection of a new plant.

Cairo, Ill.—An interurban electric line fifteen miles long is being built from here to Valley Ridge. It will transport grain.

Bloomington, Ill.—There will be a good movement of corn and oats as soon as the oats are sowed and corn planted.—L. E. Slick.

Tolono, Ill.—Tolono Mill & Eltr. Co., of which E. B. Armstrong is the proprietor, has succeeded Shelby & Armstrong.

Ellis, Vanwood P. O., Ill.—Fred Basse, of Armstrong, has traded 240 acres of land for the eltr. of Wood & Wood at this place.

Mt. Sterling, Ill.—Ed Pendleton has bot the eltr. of H. C. Goebel & Co., formerly owned by the Fitzsimon-Kreider Milling Co.

Pana, Ill.—I have been in the grain business 40 years and this has been the hardest year to get dry corn I ever saw.—Sam'l White.

Cairo, Ill.—Bartlett, Frazier & Carrington have installed a Hess Drier in their eltr. here and it is kept exceedingly busy these wet corn days.

Ashkum, Ill.—In one week recently the eltrs. received only 2 cars each, the smallest number ever received here in that length of time.

Alton, Ill.—The sides of the eltr. and mill of the Stanard-Tilton Milling Co. were cracked by a fire in the boiler room which did \$3,000 damage Apr. 1.

Exline, Ill.—The Risser & Rollins Eltr. Co. will use part of the material from an eltr., in Kankakee, which is being razed, in its new 15,000-bu. house here.

Applegate & King, of Atlanta, Gommel Brauer of San Jose and E. M. Grunsted & Co. of Rankin have recently become members of the Illinois Grain Dealers Ass'n.

Mason City, Ill.—John A. McCreery, the farmers eltr. promoter, as a candidate for the office of mayor of this city, offered to accept a salary of only 50 cents a year.

Meet your brother dealers in June by attending the annual meeting of the Illinois Grain Dealers Ass'n at Chicago on the 11th and 12th. Headquarters at the Auditorium hotel.

Walnut, Ill.—The Walnut Grain Co. has purchased the plant of the Neola Eltr. Co. at this station and is to take possession May 1. I have been retained as manager.—I. M. White.

Kinmundy, Ill.—The Kinmundy Milling Co. has been incorporated to do a grain and milling business. Capital stock, \$8,000; incorporators; W. C. Ingram, F. E. Nelms and C. W. Witmer.

Urbana, Ill.—A new company, to be known as the Farmers Eltr. Co., will erect an eltr. on the Wabash Ry., costing about \$5,000. Its capacity will be between 15,000 and 20,000 bus.

Monticello, Ill.—We will delay the erection of our new eltr. a few months, as we have an eltr. on the Illinois Central which we recently purchased from Peter Stuntz & Son.—Mansfield & Co.

Springfield, Ill.—The reciprocal demurrage bill was advanced Apr. 4 by the house, to third reading. Amendments extend the time for furnishing cars to 4 days for less than 10 cars and to 8 days for 10 or more; and reduce the distance of movement required daily to 60 miles.

Potomac, Ill.—K. A. Harper, formerly in the grain business at Van Horne, Ia., has purchased thru J. M. Maguire, John C. Koehn's eltr. on the Ill. Cent. R. R. and residence here. He will take possession June 1.

Mayview, Ill.—J. B. Walton & Sons, whose eltr. was burned March 15, will continue buying grain and loading it directly into cars until the completion of their new house, work on which will be commenced immediately.

Chesterville, Ill.—Spellman & Spitley's large corn crib with 10,000 bus. of corn, burned March 21, involving a loss of about \$4,600. The fire is thot to have been caused by sparks from a passing engine on the I. C. tracks.

Maroa, Ill.—Our eltr. here is about empty now altho just before seeding began we had 100,000 bus. of corn on hand. I think there is 40 per cent of the crop still in the hands of the farmer and do not look for movement until after the oats harvest.—W. J. Compton, mgr., Shellabarger Eltr. Co.

Bloomington, Ill.—Most of the eltrs. in this part of the country have little corn in them and I do not look for much of a movement until after seeding and corn planting. The average grain dealer has made very little money this year, but I think the high price of oats has saved him from losses.—A. V. S. Lloyd.

Springfield, Ill.—George R. Drennen of Edinburg, J. S. Lyman of Farmingdale, C. J. Baer of Monticello, John H. McCreery of Mason City, and Lee Kincaid of Athens, met at the St. Nicholas hotel Mar. 27 to consider the organization of a mutual insurance company to insure grain eltrs. operated by the co-operative companies.

Cairo, Ill.—The car situation has been simply deplorable. We would have done 30 per cent more business if we could have gotten cars. We have been in the business here for thirty years, and I have been with the present company twenty years and we believe that Cairo is a better market to-day than ever before.—H. S. Antrim.

Cairo, Ill.—We have had plenty of cars with the exception of some foreign ones. There has been good service on the I. C. The corn that has been sent here has been wet, but we haven't had any trouble with oats. Our business is continually increasing as we have handled more grain so far this year than last. Cairo is a good market.—John Thistlewood.

Sheldon, Ill.—The brick smokestack of the Cleveland Grain Co.'s eltr. was struck by lightning March 27 and badly cracked down about 10 feet. Part of the roof of the dust house and one of its windows were torn away. The dust house was set on fire, but the flames were quickly extinguished by the night men before much damage had been done by fire.

Decatur, Ill.—Members of grain consuming firms, Grain Inspector James Garland and the local freight agent have applied to the Wabash Ry. requesting the designation of a certain side track upon which all carloads of grain shall be placed for inspection. Up to the present time the inspector has been obliged to hunt thru the yards to find the cars to be inspected.

Dwight, Ill.—G. B. Hager called on a number of commission men in Chicago a few days ago, with whom he is doing business. While there he was very much interested in the moisture testing apparatus installed by the Board of Trade and believes it is a good thing. He reports

the ground in fine condition now and oats seeding is at its height. Everybody is whooping it up.

Cairo, Ill.—If we had been forced to run to full capacity this last six months we would have been shut down half the time on account of the car shortage. While the wheat has been of a very good quality we find the farmers didn't take good care of it and in many instances weevil have gotten into it. This is one of the best markets in the country because grain is promptly handled and there are no terminal charges.—W. H. Sutherland, Cairo Milling Co.

Bloomington, Ill.—We have secured a limited number of cars this season, but the service has been very unsatisfactory. I would like to see the demurrage bill go thru. We have shipped in a great deal of flour, however, and before the railroads got onto it we would fill cars with grain. I believe there is one-half the grain raised last year in the farmers' hands, and it will not be moved until after corn planting is done.—G. E. Lewis, of Lewis & Smith.

Hoopeston, Ill.—I have been over the Chicago division of the Big Four from Kankakee to Lafayette and out the L. E. & W. to Hoopeston, and find that practically all the winter shelled corn has been moved together with most of the ear corn that was dumped in deep inside cribs. This has been going out in very bad shape, being no grade when loaded in many instances. Cars are quite plentiful along the L. E. & W. at present.—A. T. Ward, Secy. the Townsend-Ward Co., Buffalo, N. Y.

Cairo, Ill.—The hay business has been very satisfactory here considering prices. There is not a firm in Cairo that comes down to the strict letter of the rules for grading hay as laid down by the National Hay Ass'n. Therefore this is a good market to ship to for the commission men here are inclined to give the dealer the best of the bargain. I think there is a good opening here for six or eight hay and grain commission men. By the way, the country dealer should always ship uniform grades in his car of hay or grain for he gets a better deal every time. I have no fears for the future of Cairo as a grain market.—P. Gibbons.

If you are thinking of going to Chicago this spring for business or pleasure, make your arrangements to take the trip June 11th and 12th, and attend the 14th annual meeting of the Illinois Grain Dealers' Ass'n, at the Auditorium Hotel. Dealers are invited to bring their ladies. Reduced railroad rates will be secured from all parts of the state. Rates at the Auditorium Hotel have been secured at \$2 per day for one person, and \$3 for two. There will be an interesting and instructive meeting, with entertainment. Special entertainment for ladies. Don't forget the date, June 11th and 12th. Every grain dealer in Illinois should attend this meeting.

Springfield, Ill.—Vice-pres. Willard, of the C. B. & Q., in opposing reciprocal demurrage before the house and senate railroad committees, at the state capitol recently, held that it would afford an easy and legal means of paying rebates. He said, "20 per cent of the freight business is business originating and ending within the state, 80 per cent is interstate business and I do not believe the legislature would want to place restrictions on the 80 per cent for the possible benefit of the 20 per cent." Other railroad officials who argued against the bill Mar. 27 were S. M. Felton, pres. of the

C. & A.; B. M. Winchell, pres. of the Rock Island; John T. Harahan, pres. of the I. C.; J. S. Hiland, vice-pres. of the C. M. & St. P.; Mr. Powell, vice-pres. of the Southern Ry.

Cairo, Ill.—There has been some improvement in the car situation here during the last ten days. The Delta Eltr. which was recently built by our company is modern in every particular. It is a rapid transfer eltr with two legs having a capacity of ten thousand bus each per hour. It is 142 feet high and has loading tracks on each side. The Cairo & Thebes railroad which is being built by local business men will connect with all lines crossing the Thebes bridge and will bring five railroads into Cairo, and this will improve Cairo as a grain market. We do a great deal of business with Cuba and Mexico and we are the gateway to the south, southeast and west. The total volume of business out of Cairo last year was 16,822 cars of grain. The future of our market is certainly very bright.—J. B. Magee.

Decatur, Ill.—The statement made on page 350 of Grain Dealers Journal for March 25 was in error, as we will not establish a line of storage cribs along the interurban lines leading into this city, neither will we equip electric car with shelling plant. Our new eltr. and factory are located on the Illinois Traction Co.'s Freight line and we will have direct connection without switching charges with Wabash, Illinois Central and Vandalia steam lines. However, we do not expect to engage in country station business. We will consume 15,000 bus. of white corn per day and hope to transfer considerable other corn, or bill it direct to New Orleans for export. All of this corn we expect to buy on track from regular grain merchants in Illinois, Iowa, Missouri, Kansas City and Omaha as heretofore.—Suffern-Hunt Starch Co.

Springfield, Ill.—Mr. Dunlap of Campaign has introduced a bill in the legislature providing for the election of the railroad and warehouse commissioners instead of their appointment by the governor. The wisdom of this measure is open to debate. In Missouri, where the office is elective, the commissioners have been busy this winter working up a law to increase the number of their employees in weighing grain in competition with splendid service by the grain exchanges. The same board recently dismissed its chief inspector for political reasons. Judging by its prompt action in doing away with dockage at East St. Louis eltrs. the present Illinois board, which was appointed by the governor, demonstrates that appointment of the commissioners is likely to give the best results, especially if a civil service law is enacted and made applicable to the employees of the grain inspection department, removing from a governor the temptation to use these offices as political spoil.

Springfield, Ill.—The senate has unanimously passed the bill introduced by Mr. McElvain as Senate Bill No. 411 and also before the house as No. 638. This bill has been prepared by the grain dealers of Illinois and merits the hearty support of every shipper. It reads:

Sec. 1. "That the board of railroad and warehouse commissioners shall establish a proper number and standard of grades for the inspection of grain, and may alter or change the same from time to time: Provided, No modification or change of grades shall be made, or any new ones established without public notice being given of such contemplated change, for

at least twenty days prior thereto, by publication in three daily newspapers printed in each city containing warehouses of class A, or class B: And Provided, further, That no mixture of old and new grades, even though designated by the same name or distinction shall be permitted while in store."

Sec. 2. "Within twenty days after this Act takes effect, the board of railroad and warehouse commissioners shall appoint three discreet and competent persons to act as a committee of appeals, in every city wherein is located a warehouse of class A, or class B, who shall hold their office for one year and until their successors are appointed. And every year thereafter a like committee of appeals shall be appointed by said commissioners, who shall hold their office for one year and until their successors are appointed: Provided, Said commissioners shall have power, in their discretion, to remove from office any member of said committee at any time, and fill vacancies thus created by the appointment of other discreet persons."

INDIANA.

Apr. 15 the shippers' bill will go into effect.

Tipton, Ind.—F. B. Fox is installing feed grinding machinery.

Rockport, Ind.—Jeff Ray & Son have succeeded Ray, Stevenson & Co.—J. T. Stevenson.

Lake Cicott, Ind.—Floyd Million has purchased the site of the burned eltr. and will rebuild.

Rutler, Ind.—Neregon & Sons have succeeded D. A. Baker.—J. C. Fetter, Campbell & Co.

Azalia, Ind.—I have formed a partnership with A. H. Newsom. We are erecting an eltr.—Job Hamblen.

Elizabethtown, Ind.—R. P. Branson, of Ridgeville, has bot the eltr. of the Early & Daniel Co., of Cincinnati, O.

New Lisbon, Ind.—It is still hard to get cars, yet I think we will be able to empty our eltr. by May 1.—C. W. Mouch.

Marion, Ind.—We have just completed an eltr. Our entire plant is now operated by electricity.—The Burge Milling Co.

Indianapolis, Ind.—Henry Bros. Grain Co. incorporated, capital stock \$3,000. Incorporators: Jasper F. D. and Anna Henry.

Next Monday J. M. Brafford, of Winamac, will resume his duties as Secy.—Treas. of the Indiana Grain Dealers Ass'n.

Jonesboro, Ind.—Mr. Van Valer and J. S. Neill of the Jonesboro Milling Co. will erect a 5,000-bu. eltr. on the Big Four Ry.

Blaine, Ind.—Car service here has been very poor all winter, causing us to close for 5 weeks at one time.—The Haynes Milling Co.

Plainville, Ind.—We are buying at the eltrs. recently occupied by Frank & Benjamin of Petersburg.—Nathan E. Kilion & Son.

Schneider, Ind.—I have succeeded the J. T. Sims Grain Co. and will install new grinding and other machinery.—Frank Ahlgren.

Indianapolis, Ind.—James R. Ryan, one of the oldest members of the Board of Trade, died of apoplexy, March 19. He was 75 years of age.

Pence, Ind.—Pence & Goodwine have brot suit against the C. E. & I. Ry. for

failure to provide cars, which has caused, it is alleged, a loss of \$3,000.

Indianapolis, Ind.—Union B. Hunt, chairman of the state railroad commission, recently was stricken with heart trouble and had to be removed to his home.

Wheatland, Ind.—Walker & Chambers have purchased and taken possession of Allen & Welton's eltrs., both at this point and Fritchton. The deal was made thru John A. Rice.

The laws passed by the 1907 legislature in the interest of the grain dealer have been compiled in a 24-page booklet by J. W. McCardle, secy., for distribution to regular dealers with the compliments of the Indiana Grain Dealers Ass'n.

Greenwood, Ind.—I have sold my mill at Greenwood to John A. McComas of Fortville for \$6,500, and this closes out all the mill and eltr. property I have. I will give my time hereafter to other lines.—H. E. Kinney, Indianapolis.

Booneville, Ind.—The Booneville Eltr. Co. is being formed by the Booneville Milling Co. and the Katterjohn & Helmbrock Milling Co., who have bot the old mill of the Indiana Mill & Eltr. Co. to convert the plant into an eltr. of 60,000 bus. capacity.

Winamac, Ind.—We have sold mill machinery and enlarged our storage capacity to 60,000 bus. We have also made other changes which lightens the work considerably. We will job flour as usual having taken the agency of some large Western and Northwestern mills as well as of Indiana mills.—Brafford Milling & Grain Co.

Get busy. Be a booster. Get a new member for the Indiana Grain Dealers Ass'n. Work for the Ass'n; it works all the time for the regular dealer. The grain men thru this Ass'n two years ago were instrumental in having the legislature create a railroad commission. The law that created this commission was not what was wanted at the time, but thru an enactment of the law an opportunity has been given to find the weak places. The last general assembly passed some amendments strengthening the law so as to give the commission much more power. The Ass'n also assisted in several other measures—namely, the Landlord's Lien bill, the shipper's bill and the bill to prohibit the buying and selling of empty cars, in all of which the Ass'n was the primary mover. It claims credit for correcting the evils, and was instrumental in having laws passed to prohibit this kind of work.

Indiana tenants who sell grain against which there is a landlord's lien are sure to have a very unpleasant time as the last legislature gave the state two new laws providing punishment for such offenders. The best and broadest of the two laws is now posted in the office of every progressive grain dealer of the state. It makes this offense a felony and provides for one to three years' imprisonment in the state's prison as well as a fine. The other law which was known as Senate Bill No. 10 amended Sec. 397 of An act concerning Public Offenses to read as follows: Section 397. Whoever being a tenant, with intent to defraud his landlord, unlawfully disposes of, or applies or converts to his own use without the authority or consent of such landlord, the crop or any part thereof, growing or raised on the leased premises that belongs to the landlord under his contract of leasing with such tenant, or on which the landlord holds a lien under the

laws of the State of Indiana, is guilty of embezzlement, and upon conviction shall be imprisoned in the state's prison not more than three years nor less than one year.

Indianapolis, Ind.—Once again the Indiana Grain Dealers Ass'n has lost its Secy.—Treas. Like Ex-Secy. Riley, Secy. McCardle has stepped into an excellent state position and will desert the grain business. He surely has the best wishes of the grain dealers of the state for a pleasant and successful term in office. He writes, "One month ago, Mr. Brafford was granted a leave of absence for ninety days and the writer was selected to take his place, which I did and from that time on to this, have been trying my best to take care of the business of the Secretary of the Indiana Grain Dealers Ass'n. It had been my intention to go back into the grain business again, but this morning the Governor of our State saw fit to appoint me a member of the State Tax Board, a very responsible position, with a salary attached of \$3,000, and \$1,000 for expenses. I have accepted the appointment and have requested that Mr. Brafford return and take his place. It looks very much now, that as far as my intention of going back into the grain trade, it is only a memory. My appointment is for four years."

INDIAN TERRITORY.

Tulsa, I. T.—The corn eltr. of Arthur & Wilcox, built by P. H. Pelkey, will be in operation.

Holdenville, I. T.—The eltr. of Moore Bros., containing about 6,500 bus. of corn, burned March 20. The loss is estimated at \$7,500, partly covered by insurance. The firm will rebuild.

Muskogee, I. T.—The Yahola Mill & Eltr. Co., incorporated with a capital stock of \$5,000. The directors are John W. Houvk, O. E. Wood, F. C. Burtis, S. Dills and Alexander Rihmond.

Porter, I. T.—B. B. Ives, formerly of the firm of Weller & Ives, of Kenney, Ill., has bought the interest of S. D. Camp in the Porter Grain & Eltr. Co. The business will hereafter be conducted under the firm name "Porter Mill & Eltr. Co."—Porter Mill & Eltr. Co.

IOWA.

Fairfax, Ia.—The Northern Grain Co. is installing a new engine.

Des Moines, Ia.—The anti-bucket-shop bill passed the senate Apr. 2.

Dows, Ia.—The Farmers Co-op. Eltr. Co. will erect a \$4,000 eltr.

Wesley, Ia.—The farmers here are organizing a co-op. eltr. company.

Humboldt, Ia.—William Shinel is the new mgr. for the Farmers Eltr. Co.

Des Moines, Ia.—The pure stock food bill has been passed by the senate.

Thompson, Ia.—The Thompson Farmers Co-op. Eltr. Co. has been organized.

McPherson, Ia.—Ed Nation has bot the eltr. of P. F. Edmonds & Son.—D. W. Camp.

Rudd, Ia.—H. A. Lesch is the new manager of the Farmers Exchange Co.—C.

Forest City, Ia.—The Farmers Eltr. Co. has been organized and has elected F. A. Cooley, secy.

Holstein, Ia.—Adam Steinmetz has resigned his position as mgr. for the Interstate Eltr. Co.

Des Moines, Ia.—The commercial clubs are contemplating holding a corn carnival the coming fall.

Spencer, Ia.—We are installing automatic scales in our various stations.—De Wolf & Wells Co.

Des Moines, Ia.—The senate has passed a bill requiring railroads to show reasons for not furnishing cars.

Shenandoah, Ia.—We are going to build a grain dump for ear corn this season.—Ratekins Seed House.

Clinton, Ia.—The Clinton Sugar Refining Co.'s new plant will have a capacity of 12,500 bus. of corn daily.

Modale, Ia.—Burglars entered the office of the J. H. Hamilton Co. recently but secured nothing of value.

Legal opinion of the constitutionality of the Landlord's Lien Law of Iowa will be found elsewhere in this number.

Council Bluffs, Ia.—The Cavers-Von Dorn Eltr. Co. has installed a new Hall Signaling Distributer with 20 ducts.

Alburnette, Ia.—J. B. Gitchell & Son are tearing down their old eltr. preparatory to erecting a new 20,000-bu. house.

Cedar Rapids, Ia.—The Pawnee Cereal Co., it is reported, will erect a large eltr. and double the size of its power plant.

Des Moines, Ia.—John R. Sage, director of the Iowa Crop bureau, began the daily issuance of crop bulletins April 1.

Granville, Ia.—We have let the contract for our Granville eltr. The plant is to be of concrete.—Metcalf & Cannon, Paullina, Ia.

Alta, Ia.—The Farmers Eltr. Co., of Storm Lake, has purchased the eltr. of A. Fraser & Son. Possession will be given in May.

Van Horne, Ia.—K. A. Harper has sold his 14,000 bus. eltr. on the C. M. & St. P. Ry. to W. J. Donnelly, a local live stock shipper.

Sioux City, Ia.—The eltr. now being erected by the Terminal Eltr. Co., will be completed in time for the opening of the season, Aug. 1.

Sac City, Ia.—J. H. Deadman has resigned his position as mgr. for the Northern Grain Co. and will be succeeded by Jay Fosdick.

Iowa Falls, Ia.—The office, in the eltr. of C. H. Comley, was entered March 19 and the safe which, fortunately, contained very little of value, rifled.

Traer, Ia.—A. E. Hall has resigned his position as mgr. for the Northern Grain Co. and, it is reported, that Clayton Buchanan will take his place.

Des Moines, Ia.—The anti-bucket-shop bill known as House File No. 396 and introduced by Weeks of Guthrie Center has been passed and is now a law in Iowa.

Muscatine, Ia.—The Great Western Cereal Co. will close its plant here, it is reported, until heavier orders are being taken in by other houses of the company.

Charles City, Ia.—The Farmers Co-op. Eltr. Co. has placed in its by-laws a clause whereby all members are penalized 1 cent per bu. for all sales made to outside competitors.

Muscatine, Ia.—The broom corn warehouse, owned by Harry Metzgar, containing about 50 tons of broom corn worth \$3,500, burned recently. The loss is covered by insurance.

Sioux City, Ia.—The new eltr. of the Mystic Milling Co., in the old plant of the Sioux Milling Co., is completed and

will be in operation as soon as the machinery, which has been delayed in transit, is installed.

Ankeny, Ia.—Farmers living in Polk and Story counties have incorporated with a capital stock of \$25,000 for the purpose of handling grain and merchandise in Alleman, a new station 6 miles northwest of Elkhart.

Aurelia, Ia.—The Farmers Eltr. Co. has let the contract to Chas. E. Newell for their new 40,000 bu. eltr. at a cost of \$7,000. This is to be equipped with 15-h. p. gas engine, cleaner, passenger lift, two legs, and automatic scales.

Council Bluffs, Ia.—Droge Bros. have brot suit against G. Giese, E. McMullen and N. McMullen for an aggregate sum of \$134, claiming to have sustained damage to that amount thru failure of the defendants to deliver grain at time specified.

Nehama, Ia.—When I read of the hard times other people have had to get cars I certainly think I have been fortunate. Never saw the fields in better shape than they are now and everybody is hustling. Farmers are feeling good.—J. J. Grosenbaugh.

Maynard, Ia.—I have bot the eltr. of Frank McGee and will take possession some time in April. This house has been managed by Raymond McGee and was formerly operated by J. E. Miller. I will remove to Maynard.—A. W. Swinton.

Des Moines, Ia.—The reciprocal demurrage bill has been held up in the senate railroad committee, which recently voted 9 to 7 against recommending the measure for passage. The committee is evenly divided as to whether the bill shud be indefinitely postponed.

Fairfield, Ia.—Geo. D. Henry is here and will continue track buying grain as heretofore. His differences with Peavey Grain Co. H. D. Wetmore & Co. have been settled and the other differences will soon be closed up. The statement that he had left for parts unknown is untrue and unjust.—R. H. Munro.

Des Moines, Ia.—A bill ordering the railroad commission to file with the Interstate Commerce Commission complaints regarding interstate rates considered as discriminatory against Iowa shippers, and one requiring railways to destroy weeds growing on their rights of way, were recently passed by the house.

It has been suggested that the annual meeting of the Iowa Grain Dealers Ass'n be held in July just previous to the time of marketing the new crop, thus giving a better opportunity for an exchange of ideas and discussion of crop prospects by the members of the grain trade. The two cent fare will be in effect after July 4.

Iowa City, Ia.—The flour and feed mill of the George Hummer Merc. Co., burned March 29, causing a loss of \$10,000, with \$9,000 insurance on building and machinery, \$1,500 on the engine and boiler and \$2,500 on the grain which was damaged by water. The fire is thot to have been started in the engine room and to have been carried up a cob chute to the 3d floor. New machinery has been ordered and rebuilding will be commenced at once.

Des Moines, Ia.—The grain inspection bill before the senate has been withdrawn at the request of the Commercial Club which has a satisfactory understanding with the Omaha Grain Exchange. The exchange has given assurances that Council Bluff grain dealers

will receive fair and undiscriminating treatment and it is the opinion of all concerned that under the present circumstances an Iowa provision for grain inspection would be detrimental and hamper grain interests in both Council Bluffs and Omaha.

IOWA LEGISLATION.

According to Secy. Wells of the Iowa Grain Dealers Ass'n, the following bills relating to the grain business, but not previously or elsewhere noted in our columns, have been defeated by the present Assembly:

Senate File No. 319 by Allen, providing for the establishment of public scales at all towns within the state to be under the supervision of the State Board of Railway Commissioners and amending the present law relating to weights and measures and providing for county and state inspection of scales.

(Indefinitely postponed by the Senate Committee on Appropriations.)

Senate File No. 344 by Allen, amending Section 2116 of the Code relating to the duties of railroads as to furnishing transportation by striking out the words, "When within its power to do so and," (Killed in the Senate Railroad Committee.)

The following acts with the exception of S. F. No. 305 and S. F. No. 203, which will become effective soon as published, will become laws July 1, 1907:

Senate File No. 305, by Whiting, and formulated by the Legislative Committee of the Iowa Grain Dealers Ass'n, amending section 2116 of the Code relating to the duty of railroads placing the burden of proof upon them to show that they have complied with the law regarding the furnishing of cars, etc., as required by sections 2134-35-36-37 of the Code.

House File No. 474, by Feely, amending section 5062 of the Code relating to penalty for combinations, pools, and trusts in such a manner as to eliminate the question of unconstitutionality as heretofore decided by certain district courts of the state.

House File No. 14, by Hambleton, to prohibit the corrupt influencing of agents, employes or servants in relation to the principals, employers, or masters business, etc. This law in effect would make it a misdemeanor for trainmen to receive tips for furnishing cars or to offer such.

Senate File No. 299, by Crossley, defining a bucket-shop and to prohibit bucket-shopping.

Senate File No. 109, by Peterson, to prevent the issuing of certificates of stock without receiving full value therefor and providing a penalty. (Companies who issue stock dividends without having in fact earned such profits will be liable under this law.)

Senate File No. 203, by Ericson, requiring all corporations doing business in this state to make annual report and pay an annual license fee to the secretary of state.

KANSAS.

Sharon, Kan.—H. H. Fair has succeeded J. D. Fair & Son.

Strawn, Kan.—We have succeeded O. L. Kuhlman.—Kuhlman Bros.

Mound City, Kan.—The Blaker Lumber & Grain Co. has succeeded Ralph W. Moody.

Tampa, Kan.—A 35,000-bu. cribbed eltr. is being erected by P. H. Pelkey for the Tampa Milling Co.

Sabetha, Kan.—T. E. McFarlin, of Kansas City, has bot the eltr. and business of J. F. Lukert.

Bogue, Kan.—The Hoffman Eltr. Co. is building a 20,000-bu. cribbed eltr. P. H. Pelkey has the contract.

Erie, Kan.—I have bot lots at Erie and will move there and build an eltr. at once.—R. A. Braik, Yates Center.

Wilson, Kan.—The Wilson Grain & Commission Co. has let the contract for a 25,000-bu. studded eltr. to P. H. Pelkey.

Perry, Kan.—M. W. Cardwell, formerly in the grain business at Overbrook, has purchased the eltr. of Brown, Hedge & Co.

Topeka, Kan.—A colored man was tried here recently for purchasing grain he knew to have been stolen from grain cars.

Independence, Kan.—The Rea-Patterson Milling Co. is erecting a 25,000-bu. cribbed eltr., for which P. H. Pelkey has the contract.

Wichita, Kan.—C. C. Fields, late treasurer of the Star Grain & Lumber Co., is now manager of the Wichita office of Norris & Co.

Burlington, Kan.—The eltr. and mill of the Burlington Roller Mills burned Mar. 30. Loss on buildings, \$25,000, and on stock, \$10,000.

Ellsworth, Kan.—The Ellsworth Mill & Eltr. Co. will soon install in some of their eltrs. new, durable, reliable gasoline engines and platform scales.

Concordia, Kan.—D. G. Gould has resigned his position as mgr. for the Midland Eltr. Co. and has purchased half interest in J. W. Perry's feed business.

Topeka, Kan.—G. W. Glick of Atchison, J. M. Corey of Harper and J. T. White of Ada, have been appointed state grain commissioners by Governor Hoch.

Wellsville, Kan.—C. A. Smith was in Chicago the latter part of March on business and reported the car situation still on the bum in Kansas, "but we live in hopes of better things."

Topeka, Kan.—The delegates from the local unions of the Farmers Educational & Co-operative Union of America met March 19 and discussed matters relative to a state organization.

Topeka, Kan.—The Kansas Railroad Commission has copied the practice of the Interstate Commerce Commission in sending one member to hear minor complaints, thereby expediting hearings.

Topeka, Kan.—The legislature has made an appropriation of \$1.054 to defray the costs of the case for J. W. Radford, state grain inspector, who lost the suit on enforcement of the grain weighing law.

Wellington, Kan.—E. B. Roser is making an effort to get the office of the Midland Grain & Stock Co. bucket-shop out of the rooms it occupies in one of his buildings. Soon no one will house the betting joints.

Topeka, Kan.—Petitions for the laying of switch tracks to eltrs. and mills will not be considered by the railroad commission until the supreme court has decided the constitutionality of the law in the case now pending.

Solomon, Kan.—We are building a 10,000-bu. eltr. entirely detached from our steam power cleaning plant because of the dilatory R. R. accommodations prevalent everywhere. Power will be furnished by a Fairbanks-Morse Gasoline engine.—Johnson & Thierolf.

Topeka, Kan.—The state railroad commission, under the authority granted by the last legislature, will intervene before the Interstate Commerce Commission for

the millers who have asked that the rate on flour to California be made 10 cents less, or the same as on wheat.

Atchison, Kan.—Charles Gilman Rolfe, a member of the Chicago Board of Trade from 1868 to 1881, and later engaged in the grain business here, having had charge of the Santa Fe eltr., and at Kansas City, died recently in Staceyville, Ia., at the age of 83 years. He leaves his wife, 3 daughters and 1 son.

Topeka, Kan.—The United Milling & Grain Co. newly organized by W. L. Taylor, H. Parker, W. J. Raymond and F. H. Bates of St. Louis, Mo., will purchase, it is reported, the property of the bankrupt Taylor Grain Co. The new company will make the improvements planned by the Taylor company before its legal entanglement.

Liberal, Kan.—The Interstate Mill & Eltr. Co. with J. R. Steele, of Tyrone, Okla., pres., C. B. Wright, of this place, vice-pres., J. E. Patton, also of Tyrone, secy and mgr., and C. E. Woods treas., will build a line of eltrs. on the Rock Island and other railroads in the southwest. This spring houses will be erected at Hooker, Guymon and Texhoma, Okla., and at this point.

Kansas City, Kan.—The stockholders of the new Board of Trade, of which W. W. Haskell is pres. and D. W. Troup, secy, have perfected the organization to handle the grain business of Kansas City, should its firms move over to this side because of the operations of the new law in Missouri imposing a stamp tax of 25 cents on each transaction in grain, which will become effective in June.

Ft. Scott, Kan.—The purchaser of the prize corn of the state of Kansas, C. F. Miller, has offered free to 100 farmers in Bourbon county 50 grains each and to anyone interested in scientific corn culture a full ear of the same variety. Each recipient of the grain is requested to report as to results obtained and to exhibit 2 ears of the prize corn at the Bourbon County Farmers' Institute in the fall.

Ottawa, Kan.—Creditors of the Ottawa Grain & Milling Co., of which D. K. Rinehard was pres., have taken possession of the mill formerly owned by Mr. Rinehard and recently purchased by Sehr & Fleagle, who are operating it. F. M. Harris has been appointed receiver of the property, and has made it possible for the owners to continue operating the house until the present proceedings are decided.

Hays, Kan.—C. B. Hoffman & Son, track buyers, have brot suit against G. M. Cox to collect on a note and mortgage for \$1,000 given plaintiffs as consideration for the setting aside of a contract calling for the delivery of a large amount of wheat, the defendant claiming no such settlement to have been made, has filed counter claim for \$25,000 for commissions on buying and contracting the wheat. The jury disagreed.

Kansas City, Kan.—Senate bill No. 476 which became a law March 14, provides for any railroad corporation doing business in the state of Kansas, or agt. or employe of same, using or employing a common agent, bureau, corporation or concern of 2 or more independent railroads for the making, fixing or settling of demurrage rates for any railroad corporation doing business within the state, a fine of \$100 for each offense. The law was devised to make car service ass'ns illegal.

Topeka, Kan.—The Farmers Co-Operative Shipping Ass'n, operating numerous

eltrs. in Kansas, Oklahoma and Nebraska, on Apr. 4 decided to wind up its affairs and quit the grain business. The company had a good line of eltrs. in the country, its own selling offices at Kansas City, and at one time had a splendid manager. Its books showed at the annual meeting that the expenses of doing business, such as handling the grain and selling it, made necessary a margin between the price paid the grower of the grain and the price realized in the terminal market. This knowledge made the farmers lukewarm in their support, reasoning that by selling grain to independent dealers whose margin of profit was no more they escaped the liability of loss thru ownership of an interest in the co-operative concern, which was on an unsafe basis thru admitted lack of capital. It is said to be \$72,000 behind.

KENTUCKY.

Louisville, Ky.—W. H. Luesing, who also operates another feed store, has succeeded the Union Hay & Grain Co.

Owensboro, Ky.—T. S. Venable, for a number of years in the grain business here, died recently at the age of 67.

Louisville, Ky.—The petition for bankruptcy proceedings which was brought by creditors of J. L. Clift has been withdrawn, a settlement having been made in full with all. His friends will be pleased to learn that Mr. Clift has overcome his misfortunes and intends to continue business.

LOUISIANA.

New Orleans, La.—Grain exports from New Orleans from Sept. 1 to Apr. 1 amounted to 3,952,776 bus. of wheat, 6,526,508 bus. of corn, 65,000 bus. of oats and 12,600 bus. of barley; compared with 971,905 bus. of wheat, 17,116,698 bus. of corn, 1,954,479 bus. of oats and 880,906 bus. of barley for the corresponding months of the previous year, as reported by W. L. Richeson, chief grain inspector of the New Orleans Board of Trade.

New Orleans, La.—Considerable interest has been manifested by grain men in the enormous increase shown in the business being done at Eltr. C, the Illinois Central's local house here. Some time ago the sacking capacity of this eltr. was increased and a number of new even-weight scales were added to those already in use. The result was an increase of nearly 300 per cent in the volume of business handled there, which increase is conceded to be a gratifying return on the investment made in improvements.—K.

A new system of car service rules issued by the Louisiana railroad commission, became effective March 25, whereby the shipper is allowed 48 hours free time to which may be added 24 hours free time for every car in excess of 3 cars received during 1 or more days; 5 days or 120 consecutive hours for loading cars with freight for coastwise points. If a car is placed for loading and same is not begun within 48 hours the car may be considered as available for other service also, if shipper detains a car over free time, a fine of \$1 is imposed for every day the car is so held. A like fine is also imposed upon the railroad company if it fail to place car at designated place for unloading within 48 hours.

MARYLAND.

Baltimore, Md.—The embargo laid on all export grain here by the Pennsylvania Ry. March 14, has been removed.

Baltimore, Md.—The Northern Cen-

tral Railroad has let contract for a million bu. concrete storage plant to be erected at Canton adjacent to Elevator No. 3 to James Stewart & Co. It will be made up of 32 bins and 21 interstices.

Baltimore, Md.—The annual auction sale of the choice of sample tables on the floor of the Chamber of Commerce, Apr. 1, netted \$75 less than last year. Besides the premium there is an annual rental of \$7 and \$8.

Baltimore, Md.—The American Express Co. has brot suit against Hammond, Snyder & Co. for the difference between the amount represented by 2 60-day drafts on Arthur Hughes & Co., of Dublin, and the sum realized from the sale of 8,000 bus. of wheat sold by the defendants to the Dublin firm which, after accepting the drafts and before the expiration of the 60 days, became insolvent. The defendants claim that since the drafts were not presented by the Express Co. upon the arrival of the vessel containing the wheat, they are relieved of the liability.

MICHIGAN.

Caro, Mich.—V. E. Snelling has purchased the eltr. of O. M. Carpenter of Pontiac.

St. Johns, Mich.—Robert W. Stone, of Stone & Burgess, dropped dead in his office recently of heart failure.

Cadmus, Mich.—Cutler, Dickerson & Co. have leased, it is reported, the eltr. formerly operated by Frank Potts and will place Frank Shaw, of Clayton, in charge.

Lansing, Mich.—Senate Bill No. 214 requiring corn huskers to be protected by an automatic feeder, has been recommended for passage by the committee on agricultural interests.

Allegan, Mich.—The warehouse owned by E. F. Sherman and H. E. Stanley containing 150 tons of hay burned March 19. The loss on the contents is estimated at about \$2,500. Insurance, \$300.

Lansing, Mich.—The house on Mar. 28 accepted the amendments to the bill for the appointment of a railroad commission, to regulate railroads and prevent unreasonable rates and discriminations.

The State Board of Agri. held, thru the generosity of the Pere Marquette and Grand Rapids & Indiana Rys., a series of railroad farmers institutes during the last week of March and first week of April.

Lansing, Mich.—Mr. Watt's bill, H. B. No. 468, providing for the appointment of a railroad commission to regulate railroads and prevent unreasonable rates and discriminations, has been referred to the committee on railroads.

Lansing, Mich.—House Bill No. 447, introduced by Schantz, for an appropriation to aid the Michigan Corn Improvement Ass'n in the prosecution of its work and provide a tax to meet it has been referred to the committee on agricultural college.

Jackson, Mich.—Harley M. Smith and William DeLand have been obliged to suspend business on account of the car shortage. They have been unable to obtain cars and found the prospects for future conditions no brighter.

Lansing, Mich.—The Cere-Root Cereal Co., incorporated, capital stock \$20,000; incorporators, the Rev. W. S. Sly and the Rev. David Howell. The company will continue the manufacture of cereal coffee and a breakfast food which Mr. Sly has been manufacturing on a small scale for some time.

Hastings, Mich.—Smith Bros. & Velte, of Lake Odessa and S. M. Isbell & Co., of Jackson, who recently purchased the eltrs. of Rolader Bros. & Reiser at this point, Coats Grove and Woodland, for about \$12,000, will incorporate as the Woodland Eltr. Co. to conduct the business. Willard Bolton will be placed in charge of the eltr. here. Rolader Bros. & Reiser will continue their hay business.

Saginaw, Mich.—The Saginaw Milling Co. on Mar. 27 gave a dinner at the Vincent hotel to the managers of the country eltrs. The following papers were read: "The Hay Business," by H. E. Chatterton, Mt. Pleasant; "The Apple Business," by W. E. Laur, Freeland; "Contract Beans," by W. F. Bradford, Wheeler; "The Retail Trade," by D. Mansfield, Remus; "The Eltr. Man," by M. R. Nelson, Barryton; "The Car Shortage," by Lew Thompson, Chesaning; and "The Potato Business," by W. Coverdale, Millington. The guests were presented with a souvenir watch fob, having a miniature sack of beans, in oxidized silver, attached.

MINNEAPOLIS.

Memberships in the Chamber of Commerce are selling at \$4.400.

E. S. Woodworth & Co. have succeeded the Diamond Eltr. Co.

One of the leading bucket-shops has abandoned this city and removed to Superior, Wis.

After a conference between representatives of grain firms and the railroads the Great Northern suspended its embargo on the M. & St. L. Great Western and C. M. & St. P.

Gustav Brondt, a former workman in the plant of the Midland Linseed Co., has brot suit against the company for \$15,000 damages, alleging his clothes to have been caught in a pulley causing him to sustain injuries.

M. W. Yerxa, Sr., member of the firm of Yerxa & Kitridge and a pioneer member of the Chamber of Commerce, died Mar. 25 at the age of 61 years. Mr. Yerxa was first state grain inspector. He leaves a wife and 3 children.

J. A. Canfield, for 15 years with E. S. Woodworth, has joined L. N. Kenyon and L. F. Carpenter in a new company, the Kenyon-Carpenter Co., manufacturers' agents, who will have the exclusive agency for the Diamond Cut brand of cereal products of E. S. Woodworth & Co.

The ruling of the Minnesota insurance department requiring the payment of a tax on gross premiums will adversely affect the writing of annual policies on grain to be canceled at short rates. If the department adheres to its ruling short rate policies will be required for each term. The underwriters ask the co-operation of the grain men to have the ruling reversed.

The Tighe bill imposing a stamp tax on grain exchange transactions was passed by the Minnesota house Apr. 3 by a vote of 66 to 33. The tax is 1 cent per \$100. New York last year was the first state to enact such a law, applicable there to stock sales; Missouri copied it for grain exchanges, and now Minnesota has adopted the tax. The tax will be paid by the farmer indirectly, and is expected to yield several hundred thousand dollars annually.

The Great Northern Ry. issued an order Mar. 22 by which all grain which it ships here must either be consigned to eltrs. or industries situated on its trackage for unloading or be transferred from car

to car. It has also rescinded the privilege of shipping its loaded cars from the country east from Minneapolis billed via the Burlington Ry. In fact, its equipment is not permitted to leave its rails. The effect of this order, if continued, will be to put out of business for a time many of the eltr. firms of this city.

Court Commissioner Hitchcock has been taking testimony for several days in the suit by the Chamber of Commerce to prevent the use of its continuous grain quotations by the Superior Board of Trade and the Wisconsin Grain & Stock Co. The latter is said to operate 200 offices in the northwest trading on quotations posted as "Superior Board of Trade Quotations," but which the Chamber of Commerce alleges are nothing but the Minneapolis market, obtained surreptitiously from Minneapolis over a private wire; that when a quotation was received, the operator would signal to the pit of the Superior Board, where some half dozen men were employed to make fictitious trades, and that the fiction of a market was presented. Thus, when the Chamber sought to protect its quotations, it found itself contending with a grain exchange, regularly organized, to all appearances doing business, and protected by whatever legal rights would attach to such a center of trade in grain futures as it appeared to be. A. W. Harris, a former telegraf operator of the Superior Board, testified that there were never more than five or six brokers in the pit, that he received the Minneapolis prices and signaled them with his fingers to the pit, and the brokers there immediately ran the price up or down to correspond. They would offer to buy or sell 10,000 bushels of wheat, and would then laugh. Sometimes there were but two brokers in the pit and sometimes none at all. Harris' testimony indicated that the Superior Board of Trade was in reality a clearing house for a line of bucket-shops.

After hearing preliminary testimony in the grain rebate case the federal court Judge Lochren denied the demurrer of W. P. Devereux Co. Pleas of not guilty were entered by that company, McCaull-Dinsmore Co., Ames-Brooks Co., and Duluth Milling Co. Paul A. Ewert, assistant district atty., stated that the Omaha tariff from Minneapolis to Duluth and Superior for grain was 5 cents a hundred pounds. The Spencer Grain Co. found that it could not pay the market price and ship grain to the seaboard at a profit. Inasmuch as big shippers continued the business, Mr. Troendle came to the conclusion that they were getting a better rate. So he went to L. T. Jamme, then commercial agent, who said he would allow elevation charges. Under this arrangement the Spencer Grain Co. shipped grain. Later, when Mr. Ober took Mr. Jamme's place as assistant general freight agent and Mr. Gifford was made commercial agent, the arrangement continued. In the fifty separate shipments picked out, it was charged that the Spencer Grain Co. under the agreement, was to pay freight in full at 5 cents a hundred pounds, and in the course of time to file claims on the basis of half cent a bushel. These were sent to Mr. Ober, who forwarded them to the general offices. After routine they were approved by Mr. Pearce. On the strength of this, vouchers were issued, and so it was charged that the railroad company had paid a rebate thru arrangements made with Messrs. Gifford and Ober, approved by Mr. Pearce. It is alleged by the defense that the payments were to cover the transfer from cars to boat at the Cargill Eltr., Duluth.

MINNESOTA.

Little Falls, Minn.—A. Tanner's eltr. burned March 15.

Lakeville, Minn.—The Claro Milling Co. will erect a 100,000-bu. eltr.

Langenburg (no P. O.), Minn.—Wells, Pearce & Co. of Morris, are erecting an eltr. here.

Fosston, Minn.—The Fosston Eltr. & Milling Co. will double the capacity of its mill and eltr.

St. Paul, Minn.—Senator Wright has introduced a bill amending the state highway law and levying tax for aid.

Sargeant, Minn.—Henry Stephenson has bought the eltr. of W. F. Markham and will take possession about June 1.

Duluth, Minn.—A membership in the Board of Trade recently sold for \$4,800, the highest price that has been paid.

Winona, Minn.—The Winona Malting Co. is building an addition that will increase its storage capacity 350,000 bus.

Kanarazi, Minn.—Oswald Tostenrud will succeed his brother, Ralph Tostenrud, as mgr. for the Davenport Eltr. Co.

Hampton, Minn.—Three eltrs. and 40,000 bus. of grain burned April 4. The insurance is said to be about one-half the loss.

Delavan, Minn.—The eltr. of the W. W. Cargill Eltr. Co. collapsed recently. The house contained 10,000 bus. of grain at the time.

Litchfield, Minn.—The Northwestern Eltr. Co., of Minneapolis, has leased the eltr. of the Quinn Eltr. Co. and will take possession May 1.

Brownsdale, Minn.—The Farmers Eltr. burned recently causing a loss of about \$10,500, partially insured. The company will probably rebuild.

St. Paul, Minn.—Elias Rachie's bill providing for the appointment of the railroad and warehouse commissioners by the governor has been killed.

New Ulm, Minn.—The Farmers Eltr. Co., recently organized, has selected a site on the M. & St. L. right of way, for the eltr. to be erected this summer.

St. Paul, Minn.—Jurisdiction over track scales used by common carriers is given the state railroad and warehouse commission in a bill, H. F. No. 526, introduced by Knox.

St. Paul, Minn.—The committee on railroads has recommended L. C. Spooner's bill authorizing a member of the railroad and warehouse commission to hear minor complaints.

St. Paul, Minn.—The collection of crop statistics is provided for in a bill introduced by Senator Geo. H. Sullivan of Stillwater appropriating \$6,000 for the expenses of the new bureau.

St. Paul, Minn.—Judge Kelly has denied the Northwestern Eltr. Co. a new trial of the suit to enforce the payment of taxes on grain in store in the company's eltr. on May 1, 1905.

Grand Meadow, Minn.—The Farmers Grain Co. incorporated, capital stock \$50,000; incorporators C. L. Schrieder pres., Henry Corcoran vice-pres., G. A. Wright secy. and R. E. Crane treas.

St. Paul, Minn.—A new bill before the house requires annual reports to the railroad and warehouse commission to be in by Sept. 30 hereafter. It has been referred to the committee on grain and warehouse.

Duluth, Minn.—The clause in the proposed rule of the Duluth Board of Trade requiring buyer desiring re-inspection to

notify the seller in writing and giving the seller one-half hour to object, has been withdrawn.

St. Paul, Minn.—W. A. Nolan's reciprocal demurrage bill, as amended, passed the senate Mar. 27 by a vote of 51 to 9. Elkton, Minn.—The Farmers Eltr. Co. incorporated, capital stock \$15,000. The company will erect a 30,000-bu. eltr.

Hendricks, Minn.—The insurance on the office fixtures of the Farmers Eltr. Co., whose plant burned recently, was \$4,500 and that on the grain \$9,000. This does not cover the loss. The grain undamaged has been sold and shipped.

That the Great Northern Ry. has the right to issue the \$60,000,000 of stock authorized by the board of directors some time ago, without first submitting to an examination before the state railroad and warehouse commission to show the necessity of the proposed issue, has been decided by the state supreme court.

Duluth, Minn.—The suit of F. W. Runkel against the Minnesota Grain Co. for \$1,032, has been settled in favor of the plaintiff. An assignment had been made Mr. Runkel in 1905 by J. O. Blouin, of the proceeds due the dissolved firm of Blouin & Sporend, for grain alleged to have been sold for it by the defendant.

Ortonville, Minn.—Behind the receiver's sale of a big eltr. near this place lies a story of how a smooth fellow farmed the farmers as manager of their eltr. He sold buggies and implements to anybody on any terms. Men who could not afford a wheelbarrow bot top buggies to patronize the farmers eltr. Regular dealers could not compete. It lasted until the manufacturers wanted pay for their goods, when the manager had sudden business in California.

St. Paul, Minn.—As an adjustment of passenger and commodity rates in Minnesota the majority of the railroads have agreed to a compromise with the railroad conference committee by which the grain rates are to remain unchanged, except that the southern lines will adjust their rates to those of the northern lines. The committee reported "It is believed that this is all which can be demanded, the existing grain rates of the northern lines being lower than those in any other similar section of the country, and being the result of frequent voluntary and large reductions, the last reduction having been a 10 or 12 per cent cut made by the companies voluntarily last autumn."

St. Paul, Minn.—Senator Thorpe has introduced a bill, No. 781, to amend the laws of 1905, relating to taxation of grain in eltrs. Section 824 is amended to read as follows: Grain in any eltr., warehouse or granary on a railroad right of way or elsewhere, shall be listed and assessed at a fixed rate in the assessment district where the eltr., warehouse or granary is situated, as follows: flax at the rate of one-half cent, wheat at the rate of three-eighths cent a bushel; oats, barley, corn, speltz and rye each at the rate of one-eighth cent a bushel. All taxes levied on such grain shall be a lien thereon, and such grain shall not be removed from such building until such tax has been paid in full.

St. Paul, Minn.—The bill amending the law against sulphuring of grain has been recommended for passage by the house committee on crimes and punishments. The bill reads: Sec. 1. That Section 5189, Revised Laws, 1905, be amended so as to read as follows: Any person who shall sell or offer for sale, or for shipment and sale, any barley or other grain, which shall have been subjected to fumi-

gation, or other treatment by sulphur or other material, or to any other chemical process, affecting the color thereof, shall be guilty of a felony, and punished by a fine of not more than \$500, or by imprisonment in the State prison for not more than one year, or by both such fine and imprisonment; and shall also be liable to any person injured in treble damages; provided, that barley and oats may be purified by fumigation, or treatment with sulphur, under such restrictions, rules and regulations as the Railroad and Warehouse Commission shall prescribe for such purpose, and when so purified may be sold and marketed as "Purified Barley" or as "Purified Oats" and not otherwise.

MISSOURI.

Brashear, Mo.—The Brashear Eltr. Co. has succeeded W. B. Hopkins.

St. Louis, Mo.—So far this year the receipts of grain are 4,000,000 ahead of last year.

Fortescue, Mo.—J. H. Lynds is rebuilding his burned eltr. G. H. Birchard has the contract.

Kansas City, Mo.—Paul Uhlman has bot the membership of W. J. Mann in the Board of Trade.

Jefferson, Mo.—A veto of the grain weighing bill by Governor Folk is anxiously awaited by the grain trade.

St. Louis, Mo.—This market is said to be getting considerably weevilly wheat from mills in the southeastern part of the state.

St. Louis, Mo.—D. W. Clifton, with the Nanson Commission Co., is now able to celebrate his 50th year in the commission business.

St. Louis, Mo.—Our eltrs. need grain driers. Thousands of dollars would have been saved if we had had driers this season.—C. L. Wright.

St. Louis, Mo.—I hear complaints about the car situation, but haven't had any trouble in getting cars myself.—P. T. Carr, United Eltr. Co.

St. Joseph, Mo.—Henry Lichtig, pres. of the Board of Trade last year, has severed his connections here and has gone to Kansas City, where he may engage in the grain business.

St. Louis, Mo.—The grain business of this place has increased fifty per cent during the last few years and I attribute it to the good work of the weighing department.—S. T. Marshall.

St. Charles, Mo.—Theo. P. Yahn, who was arrested last summer in the Philippines for embezzling \$1,100 from the Jones Eltr. Co., pleaded guilty and was given a penitentiary sentence.

St. Louis, Mo.—Geographically speaking St. Louis is ideally located for receiving grain. Besides adequate railroad facilities there is some agitation concerning a deep waterway.—W. E. Knapp.

Kansas City, Mo.—John I. Glover has been granted the order of court compelling the delivery of cars by roads to connecting lines for which he made application as stated in this column Mar. 25.

Kansas City, Mo.—The Kemper Grain Co. has brot suit against the Missouri Pacific Railroad to recover \$1,625 damages for refusal to deliver hay and grain which plaintiff desired to ship, four years ago.

Rich Hill, Mo.—The Flannagan Mill & Eltr. Co. has brot suit for \$237,500 damage against the Missouri Pacific R. R. for the burning of the mill and eltr., Jan.

29, 1906, alleged to have been fired by sparks from a locomotive engine.

Kansas City, Mo.—Weevil has worked in the type sample of contract wheat kept by the sampler of the Board of Trade, so a new sample has been made up, which is declared by some to be inferior to the original sample, tho others maintain it is the same.

Kansas City, Mo.—The filing of the decree of the U. S. Circuit Court of Appeals in the suit by the Chicago Board of Trade granting a perpetual injunction against the distribution of its market quotations by the McDermott Commission Co., on Apr. 4 found that company out of business.

St. Louis, Mo.—We have put up a good fite against the state on the weighing bill that would put the weighing into the hands of the railroad and warehouse commission. We have had experience with state weighing and do not want it again. We think we are able to attend to our own business.—G. C. Martin, Jr.

Jefferson, Mo.—Representative Heathman is said to have violated the law by accepting pay as a helper in the state grain inspection dept. at St. Louis, while drawing salary as representative. He has been actively supporting the bill to turn over exclusive control of grain weighing to the inspection department.

St. Louis, Mo.—A movement is on foot here to start a grain man's club and definite action will probably be taken before long. It will be semi-social and the function of it to promote the grain interests of St. Louis. While it is in an embryonic stage at the present considerable enthusiasm is shown among the younger members of the exchange.

St. Louis, Mo.—I believe an agitation ought to be started to force the railroads to agree to exchange an equal number of cars each day with each other. For instance if the Burlington turns over ten of her cars to the Alton make the Alton in return turn over the same number of cars to the Burlington. Then we would soon get over this car shortage.—John E. Hall.

Kansas City, Mo.—A quarrel between J. F. Carroll, a deputy state weighmaster, and C. A. King, scale inspector for the Kansas City Board of Trade, said to have been caused by the weighing controversy between the Board and the State grain inspection department, arose at the Murray Eltr. recently, resulting in King having Carroll locked up on a charge of assault.

St. Louis, Mo.—I am looking for the movement of grain to St. Louis to remain about the same as it has been all winter and until new crop moves. The extreme sultry weather has made the corn which has been received here in a terrible condition, but St. Louis has been taking care of it. I think the car shortage this year has been more a shortage of motive power than rolling stock. The Merchants Exchange is considering installing a moisture testing apparatus which I think would be a good thing.—T. R. Ballard.

Kansas City, Mo.—The National Grain & Eltr. Co. has brot suit against the Board of Trade for \$41,451.84 damages, alleging that defendants maintained an illegal combination which prevented its disposing of 500,000 bus. of wheat shipped to Kansas City. It is alleged the Board of Trade forced the National out of business at Kansas City, causing a loss of \$13,817.28. The concern is understood to be affiliated with the National Board

of Trade. Evidently the bettors expect to win this suit since they have chosen 4-11-44 as their lucky number, that is, the amount they claim as damages contains these figures. It is thought that the most the National will get out of the suit is some free advertising.

St. Louis, Mo.—Other markets have reached their zenith but St. Louis is just beginning to become a great market. It is the most centrally located market and the steady increase of its business shows which way business is going. I don't think there is much more corn in the hands of the farmer and eltr. men than is usually there at this time of year. The grain committee of the Merchants Exchange has requested the government to install a moisture testing apparatus here and it has been promised to us. One thing that makes St. Louis grow is that the railroads are disposed to be more friendly to us. The good work of the traffic board composed of Fred Seele, P. M. Hanson, G. F. Powell, Wm. H. Danforth, T. B. Brockman, A. P. Richardson, Thos. B. Teasdale and Sam'l Plant has had a wonderful effect in obtaining a square deal for us.—T. B. Morten.

St. Louis, Mo.—We are indebted to George H. Morgan, secy. of the Merchants Exchange, for a copy of the annual report of the trade and commerce of that city for 1906. Mr. Morgan states that 91,093,061 bus. of grain have been received during the past year, against 73,223,021 bus. for 1905, while the joint eltr. capacity of the 8 houses was 6,900,000 bus. for the year ending Jan. 1, 1907, compared with a total of 8,500,000 bus. for the preceding year. Supervisor H. G. McGee reports of the 5,535 cars examined during the year ending Nov. 30, 1906, that 3,352 were leaking at grain door, 311 over grain door, 4,308 at box and 505 at end window; 5,638 were not properly sealed, 4,207 with end windows not properly sealed and 805 with end windows open, making a total of 19,216 cars in bad order.

NEBRASKA.

Deshler, Neb.—J. M. Roberts is erecting an eltr.

David City, Neb.—The Imperial Milling Co. will increase its storage capacity.

Bartley, Neb.—C. E. Mathews will be in charge of the Farmers Eltr. Co.'s house.

Lincoln, Neb.—The house has passed the pure feed bill introduced in the senate as S. F. No. 64.

Lincoln, Neb.—The reciprocal demurrage bill has been passed and awaits the signature of the governor.

Lincoln, Neb.—The senate anti-bucket shop bill has been recommended for passage by the house, and has passed the senate.

Humboldt, Neb.—Sparks from a passing locomotive engine recently damaged the eltr. of Powers Bros. by starting a small fire.

Bloomfield, Neb.—The Holmquist Grain Co., of Oakland, has purchased of Saunders & Westrand, the eltr. here they recently bot of the Peavey Eltr. Co.

Rogers, Neb.—F. W. Borin, who has been operating an eltr. for the T. B. Hord Grain Co. at Archer, has been transferred to the company's house here.

Omaha, Neb.—Arthur B. Jaquith, pres of the Exchange Grain Co., took his life April 2. Mr. Jaquith was a charter member of the Grain Exchange and a

member of the Board of Trade of Chicago. His suicide is attributed to discouragement over recent adverse transactions.

Waco, Neb.—We will begin May 1 to build an addition to our eltr. of 15,000 bus. The car shortage compels us to have more storage capacity.—J. A. Gilbert.

Omaha, Neb.—A feed merchant was arrested recently for purchasing from small boys, grain and feed which they stole from Great Western and Union Pacific cars.

Omaha, Neb.—The Cooper-Kiddle Grain Co. has recently engaged in business with offices in the Board of Trade building. E. J. Kiddle was formerly with the Von Dorn Grain Co.

Fairfield, Neb.—Cars have been very scarce all season. The Clay County Grain Co. has replaced its 7-h.p. gas engine by a 15-h.p. Fairbanks-Morse engine.—C. S. Borin.

Nebraska City, Neb.—A man was caught stealing grain belonging to the Duff Grain Co. from a loaded car, recently and sentenced to 6 months in jail. He is believed to have had accomplices.

Shelby, Neb.—James Bell & Son are tearing down their eltr. at Stromsburg expecting to use the material with that of their old house here in the new building to be erected at this point this spring.

North Bend, Neb.—The J. H. Teasdale Commission Co., of St. Louis, Mo., has brot suit against the North Bend Grain Co. for \$94.05, claiming to have overpaid defendants to that amount in making a remittance for a consignment of grain.

Lincoln, Neb.—McKesson's bill requiring grain dealers to report prices paid daily to the state labor bureau is being vigorously fought in the house. Worthless as it is, this measure is getting many votes. It has passed the senate, 20 to 11; and its provisions were recited Mar. 25, in this column.

Hartington, Neb.—The eltr. here was burned Apr. 3 with a car of corn and a car of oats. Loss \$5,000. It is thought the eltr. will be rebuilt. The house was one of the 23 eltrs. sold last month by the Peavey Eltr. Co. to J. F. Westrand and Sherman Saunders of Bloomfield; but, as possession was not to be given until May, the loss is supposed to fall on the former owners.

Lincoln, Neb.—The Aldrich maximum freight rate bill, providing for a 15 cent reduction in freight rates on grain, grain products and other freight, at the same time allowing the state railway commission, on proper showing, to lower or advance the rates in effect has been passed by the senate and the house. Another bill recently passed by the senate places public warehouses under the control of the state railway commission.

Lincoln, Neb.—Gov. Sheldon has signed the railway commission bill making the classification of freight obligatory. The commission must fix for each class a reasonable rate which may be varied as is deemed just to the various railroads in the state, must fix the joint freight rates and switching and terminal charges and examine the charges, equipment and service of all the roads. Dr. H. J. Winnett, Robert Cowell and J. A. Williams compose the commission, provision for which was made by amending the constitution at the time of the election last fall.

Omaha, Neb.—George B. Powell, chief inspector and weighmaster of the Omaha

Grain Exchange, in his first report covering the 6 months ending Jan. 1, 1907, states the business of his department to have been very prosperous, the receipts from all sources exceeding the expenses which included increasing the wages of the 5 inspectors from \$70 to \$83.33 per month and those of the 5 helpers from \$40 to \$50 per month besides the expenses of weight credits, inspection, tools, etc., which made a total of \$8,269.07, while the receipts from inspection and weighing amounted to \$11,739.60, leaving a profit of \$3,470.53. "The new system of weighing which became effective Dec. 1, 1906," Mr. Powell states, "has had but 30 days' trial. During that time to tallymen have been instructed in their duties at the various eltrs. and the work has been done very satisfactorily as a whole. The system has a number of strong points, the principal one being the ticket used, which was designed to make it impossible for a tallyman to leave his post. It is absolutely necessary for the tallyman to be present during the time the grain is weighed, in order to get the denominations of the weights used on the hanger and the amount on the beam. This absolute record is in my possession the morning following the weighing and is of the greatest value in fortifying our position in individual cases. I firmly believe that the system adopted by the Omaha Grain Exchange will eventually be used in all terminal grain markets. The cost of inaugurating the new system for books, etc., amounted to \$132.90. The salaries paid for the month were \$595.36, a total expense of \$728.26. The receipts for the month were \$997.35, leaving a net gain of \$269.09, which indicates clearly that the department will be self-sustaining."

Firth, Neb.—The recent disappearance of W. J. Crandall, with his milling and grain business involved in the failure of his bank, probably marks the end of his strenuous career and recalls the history of one of the worst grain fights in the state of Nebraska, which is thus described by Tom Worrall in his book: "The two eltrs. at Firth got along very well together until the owners, W. J. Crandall and William McElvane, got to discussing one day what to do with all their money, and they decided to start a bank. The other bank in the town was managed by John Van Burg. Van Burg did not relish the competition and decided to retaliate by breaking up their monopoly in the grain business. He soon organized a farmers eltr. company. The farmers soon found that Crandall was paying more for grain than either he or they could sell it for in any market in the world. He enlarged the capacity of his mill and turned his attention to milling wheat and corn, for by so doing he could get a profit out of what he was buying, while the farmers eltr. was sure to meet with a loss. Crandall's action demoralized the trade at surrounding points. Adams and Hickman on the Burlington, Pickercall, Cortland and Princeton on the Union Pacific, and Panama and Sprague on the Missouri Pacific were practically shut out of business. The farmers from all points of the compass, and from many miles distant, hauled their grain to Firth. Crandall agreed that, if Van Burg and the farmers were bought out, he would take the bank off the purchasers' hands, but insisted that he would divide the grain business only on the basis that he get all the wheat coming to the station and half the corn and oats. Nothing could be done along this line. Suddenly the fight died a natural death. Van Burg quietly dis-

posed of his interests in the bank and eltr. to outside parties, and with them Crandall patched up an agreement, peace was declared and the war was over."

NEW ENGLAND.

Newport, N. H.—F. P. Rowell is installing an electric motor in his eltr.

Boston, Mass.—One of the eltrs. of the Boston & Maine Ry. was damaged to the amount of \$200 by fire, March 26.

Boston, Mass.—Applications for insurance in the new New England Grain Dealers Mutual Fire Insurance Co. are being received by Pres. Dean K. Webster, of Lawrence, Mass. A number of additional applications are needed to bring up the total to the requirements of the state before the company can begin business.

NEW JERSEY.

Phillipsburg, N. J.—Samuel Thomas died recently. He had been in the grain business for years and left an estate of \$250,000.

NEW YORK.

Arcade, N. Y.—John Buchman has sold his mill to Reynolds & Davis.

Buffalo, N. Y.—The Buffalo Cereal Co. will erect a brick warehouse 64 x 100 ft., with capacity of 3,000 tons, equipped with up-to-date machinery.

Buffalo, N. Y.—The Corn Exchange has decided to adopt the rules of the uniform grades congress when competing markets adopt the same rules.

Buffalo, N. Y.—The improvement of Buffalo River at an expense of \$1,500,000 has been authorized by the legislature; and the city is to appropriate \$700,000 for improvement.

Buffalo, N. Y.—Mr. A. B. Black, until recently mgr. for Norton & Co., millers of Chicago and formerly connected with the Standard Milling Co., is now with Charles Kennedy & Co.

New York, N. Y.—Our city must have the next annual meeting of the Grain Dealers Nat'l Ass'n. We have raised \$4,000 for entertainment and chartered an excursion boat.—L. A. Morey.

New York, N. Y.—Geo. N. Neidhart & Co. have let contract to James Stewart & Co. for plans for a 100,000-bu. semi-fire-proof cleaning eltr. The lower stories will be of concrete and steel, the upper stories of wood.

Buffalo, N. Y.—The board of directors of the Corn Exchange has appropriated money to install a moisture testing apparatus for the aid of the inspection dept. in determining the percentage of water in grain.

Buffalo, N. Y.—A verdict of no cause of action has been awarded in the suit of John Sticht against the Buffalo Cereal Co. for \$10,000 damages for injuries alleged to have been received while working in defendant's plant.

Buffalo, N. Y.—The Great Eastern Eltr. Co. has brot suit against the Standard Milling Co. to collect a small amount due for handling grain. The defendant has filed a counter claim for damages for the alleged failure of plaintiff to deliver the specified amount of grain.

Buffalo, N. Y.—The Francis Perot Sons Malting Co. has let contract to James Stewart & Co. for a fire-proof malt house and a concrete eltr. of 400,000 bus. storage capacity. The Perot Company is the oldest business house in America, having been established in 1687.

Syracuse, N. Y.—The directors of the New York Hay Ass'n at a meeting held March 23, appointed C. J. Austin and B. A. Dean, arbitration committee, with the privilege of adding a third party if deemed necessary and directed Secy. C. A. Coleman to take the necessary steps to incorporate the ass'n under the laws of this state.

Buffalo, N. Y.—The Churchill Grain & Seed Co. has bot the Eldad Transfer Eltr. of the M. L. Crittenden estate and is equipping it with 150 h. p. Westinghouse Electric Motors. Henceforth it will be operated as the Buffalo Creek Transfer Eltr. It is accessible to all western roads. Fred Emond is foreman. A Monitor Cleaner will be added.

Buffalo, N. Y.—A judgment of \$54,000 and \$2,000 extra costs has been entered in the county clerk's office against the defendant in the suit of the Buffalo Grain Co. against the Western Eltr. Ass'n., Albert J. Wheeler and the Sowerby Grain Co. for loss of grain in the collapse of the Ontario Eltr. The suit was decided in favor of the plaintiff Feb. 9, by Justice Marcus.

New York, N. Y.—The general committee on securities composed of A. J. Toomey, chairman; D. S. Jones, John V. Barnes, Fred K. G. Corning, Walter Moore, John P. Truesdell, Harry Raphael, L. I. Van Alstyne, Edward C. Rice and Al. R. Brandy was recently appointed by the Produce Exchange. An appropriation has been made for starting the new department.

New York, N. Y.—A special committee of the Produce Exchange has protested to the New York Central and Pennsylvania roads against the reduction of the free time on grain and flour from 10 to 4 days. Grenville Perin states that unless the longer time is granted a complaint will be made to the Interstate Commerce Commission. It is considered unjust that the grain trade should be discriminated against by its free time being cut down. If the roads would deliver grain more promptly from the west the grain men would not be under the necessity of having so much grain in transit that they cannot dispose of it at once when several different orders are bunched in delivery.

BUFFALO LETTER.

The Electric Milling & Eltr. Co. is making some radical changes in the track-age at its eltr. to increase the capacity.

O. G. Spann, the Chamber of Commerce barley dealer, was one of a party of Buffalonians who took a trip to Nassau and Florida during the winter. He is back to business now, well pleased with the journey.

Car shortage is complained of by shippers as much as ever. It takes a week often to get a car and there are plenty of instances of loaded cars standing at East Buffalo weeks, and of weeks being taken to get them to destination at comparatively near-by points after they are out of Buffalo.

The stockholders of the Corn Exchange, which is an auxiliary of the Chamber of Commerce that manages the grain business, are pleased to learn that enough profit was obtained last year out of the inspection and weighing department to enable them to continue their memberships this year without paying any dues.

It looks as tho there would be more corn shipped here from Chicago by water than for some years. Since 1898, when this port handled about 220,000,000 bus.

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GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Ill.

of grain, the lake receipts from that port have dwindled on account of rail competition, but it would now seem that the roads were badly enough off with the other freight offering without robbing the lakes any longer.

The winter cargoes of grain, of which there was about 4,000,000 bus., with nearly as much flaxseed, are all elevated and the fleet is released for another season. This practice of taking four months to handle this grain is a very good one, for it not only avoids the rush of a closing lake season, but it increases eltr. capacity so much and saves blockades, besides saving carrying cost.

The Chamber of Commerce is preparing to take formal possession of its new building on Apr. 18, when Chairman Hefford of the building committee will take the formal step. It will be well into May before the Chamber of Commerce addition is finished, but the lifts are running and office after office is being completed from day to day.

Some improvement shows in the grain trade, certain dealers saying that it is probably on account of the close of Lent. Corn, which is now a very low-priced grain, at least as compared with oats, certainly ought to move fast. Dealers are complaining of corn that comes out of Chicago. It grades very low and is in such generally bad condition that a cent premium is sometimes paid for the same grades of corn from other points.

Since the meeting of the eltr. interests Apr. 5 it develops that the pool now is such in not much more than name. The eight railroad houses will merely co-operate with the others. The Western Elevating Ass'n has elected Leonard Dodge pres. and has re-elected Philos G. Cook secy. and treas. The Hepburn law has proven such a bar that a combination is not attempted. It is expected that old elevation rates will be maintained.

Since being beaten by the Buffalo Grain Co. in the matter of the loss of the grain in the fallen Ontario Eltr., the Western Elevating Ass'n has changed the form of its certificate, declaring the individual eltr. responsible for the grain held by it. The banks are grumbling about it, but have taken no formal action. Something will have to be done in the matter soon, though, for the Chicago grain fleet has started and there will be certificates in hand soon. The question is whether money can be raised on them as formerly. If not there will be all sorts of trouble.—J. C.

NORTH DAKOTA.

Beach, N. D.—O. D. Brault will erect a mill and eltr.

Lidgerwood, N. D.—The Cargill Eltr. Co. will erect an eltr.

Buford, N. D.—The Imperial Eltr. Co. will erect a 40,000-bu. eltr.

Dickey, N. D.—Andrews & Gage will build an addition to their eltr.

Bismarck, N. D.—Streeter's bill, House No 15, was killed in the Senate.

Cooperstown, N. D.—R. C. Cooper will erect a 55,000-bu. eltr. this season.

Plaza, N. D.—The Osborne-McMillan Co., of Minneapolis, Minn., will erect an eltr.

Marion, N. D.—S. J. Provane, of Fargo, is the new mgr. for the Farmers Eltr. Co. here.

Donnybrook, N. D.—The firm of Stinchcomb & Bray quit business and was

succeeded by the Stinchcomb Eltr. Co. Geo. W. Bray retired and is now at Kimball, S. D.—C. M. Stinchcomb, Mgr

Poland, N. D.—The Northland Eltr. Co. will rebuild its eltr. burned some time ago.

Linton, N. D.—The Reliance Eltr. Co., of Minneapolis, Minn., has purchased the Linton Bazaar Eltr. here.

Anselm, N. D.—Fred Wall, Jake Kaspari and other farmers contemplate organizing an eltr. company.

Eckman, N. D.—B. J. Wolf, agt., for the Atlantic Eltr. Co., was married to Miss Maud Olerich March 15.

Erie, N. D.—H. Guest has resigned his position as agt. for the St. Anthony & Dakota Eltr. Co. and will remove to Oregon.

Ypsilanti, N. D.—S. F. Corwin and others have organized a farmers eltr. company \$12,000 capital stock to erect an eltr.

Arvilla, N. D.—John O. Fadden and M. McCabe are directors of the farmers eltr. company formed recently to build an eltr. at a cost of \$6,000.

Deslacs, N. D.—The Deslacs Farmers Eltr. Co. incorporated, capital stock \$25,000; incorporators Henry Gunter, Elisha Waterman, Peter Scott and others.

Devils Lake, N. D.—The Farmers Mill & Eltr. Ass'n will discard its two gasoline engines and drive the machinery by power from one steam boiler. Additional shafting and hangers are being installed.

Meckinock, N. D.—The Farmers Eltr. Co. incorporated; capital stock, \$50,000; incorporators, H. S. Burtness, C. O. Shudahl, A. J. Ulvedahl, A. A. Anderson and O. O. Burtness, all of Meckinock, N. D.

Hankinson, N. D.—The Farmers Terminal Eltr. & Grain Co. has appointed Aug. Hoefs, Walter Biggs, E. L. Kinney, Chas. Witt and Jas. Shea for the building committee which will also select the site for the contemplated eltr.

Fargo, N. D.—Prof. O. O. Churchill in discussing the seed corn to be used for the spring planting said that all seed corn should be tested at once so that more corn could be obtained if necessary, only 1 kernel out of every 4 or 5 tested having germinated of the many samples received up to the present time.

Grand Forks, N. D.—The State Society of Equity has been requested by the North Dakota Bankers Ass'n to appoint a committee to co-operate with a committee chosen by the ass'n for the purpose of investigating and considering the correction of evils thought to exist in the grain handling conditions at Minneapolis and the head of the lakes.

OHIO.

Houston, O.—The Farmers Eltr. Co. has increased its capital stock from \$5,000 to \$10,000.

Hillards, O.—I have let the contract for the rebuilding of my burned eltr.—T. M. Latham.

The annual meeting of the Ohio Shippers Ass'n was postponed from Mar. 26 to Apr. 9 at Columbus.

Read full report of the Seed Corn Specials run over the B. & O. S.-W. and the Penn. Lines last week.

Storms, O.—We are out of the grain business. Our successor at this point is J. L. Baum.—McCracken Bros.

Upper Sandusky, O.—The Johnson Cereal Co. incorporated, capital stock \$30,-

000; incorporators John W. Johnson and others.

Ingomar, O.—The shortage of cars continues with no promises for better service.—J. H. Shumaker, agt., Camden Eltr. Co.

Cincinnati, O.—The Receivers & Shippers Ass'n is about to bring suit against the southern railroads to remove discriminations against Cincinnati.

Toledo, O.—Talk of constructing a steel eltr. on the site of the old Union Eltr. has been revived by the recent sale of the ground on which the burned house stood to a New York party, represented in the negotiations with the Backus estate by Former Mayor Robert H. Finch.

Deunquat, O.—John Wren, who sued the Ohio Central Ry. for \$15,000 damages for failure to supply him with cars and who has been awarded \$2,000 by the lower court, will carry his case to the supreme court. Inability to get cars has entirely ruined his business.

Columbus, O.—The sober, serious-minded secretary of the Ohio Grain Dealers Ass'n has blossomed out in a pearl derby of the latest shape and discarded his mustache. No longer can he be called Uncle Joe. Henceforth, it must be "Kid McCord," for he looks younger than ever.

Celina, O.—The DeGraff Roller Mills at DeGraff are now in our possession, and we have also bot the eltr. of the Dingleline Grain Co., of Buckland, O. The mill has been equipped with eltr. machinery and dump that will handle 5,000 to 7,000 bus. of grain daily.—Hirsch & Ward of Buckland.

Cincinnati, O.—Complications in the books of the Cincinnati Grain Co. have led Anthony Heile, son of the late Henry Heile, who established the company years ago, to have Expert Accountant Guy Kennedy go over the books for a period of three years prior to one year ago. The questions involved may be only those of bookkeeping, and an apparent discrepancy of \$5,000 in the company's funds may be explained.—Enquirer.

The Ashland & Western Ry. explained that financial difficulties have prevented its providing shippers with adequate facilities, before the Ohio Railroad Commission March 21 when cited to show why its charter should not be revoked, and was given until April 10 to provide financial statement and information as to when it would be able to overcome the present shipping difficulties. The Detroit, Toledo & Ironton Ry. was given another hearing by the Commission Apr. 3, that of March 21 not having been satisfactory.

Columbus, O.—Agricultural special trains were run from here last week on the B. & O. and Pennsylvania lines, carrying instructors from the State Agriculture College, and the experiment station, who lectured on the growing of corn and alfalfa in the southwestern and southern parts of the state during the 45 minute stops, the 2 audience cars making it possible for 2 lectures to be in progression simultaneously. About 50 stops were made the same instructors traveling the first 2 days on the B. & O. special which was then given over to other agricultural purposes, and the remainder of the week on the Pa. train.

TOLEDO LETTER.

Tiffin, O.—The E. E. Evans Co. has sold its eltr. to I. L. Shaw of DeGraff, O.

Mt. Gilead, O.—The old Anchor mill, built in 1832, located east of Mt. Gilead

has been sold to Wess Shaffer, who will remodel and run it.

Morrall, O.—J. P. Barnhouse has sold his eltr. to the Morrall Lumber & Eltr. Co.

Celina, O.—Henry M. Buchele has sold his newspaper at Continental and will again engage in the grain business here.

The Produce Exchange will present a petition to the New York Legislature asking that the Erie canal be opened earlier this year than has been the custom, because of the car shortage.

The Toledo Transportation club held an important meeting a short time ago at which shipping facilities in all their phases were discussed. H. L. Goemann was the speaker. His subject being "Reciprocal Demurrage" from the shippers standpoint.

The state railroad commission is preparing a decision in the demurrage case brot by the State Shippers Ass'n against all the railroads in the state. There are a number of points involved in the case, but it can be stated with certainty that the railroads will be compelled to modify their demurrage rules. The Ohio commission by its statement regarding car shortage has shown that it does not consider the blame to be with the shippers for holding cars too long, but is caused by inefficient management by the railroads.

Toledo, O.—The grain market here for two or three weeks has been very quiet owing to the car situation which is worse now than at any other time in the history of local shipping. Relief is promised within two weeks, but not much dependence can be placed in any promise relating to cars. The receipts of all kinds of grain have been very light, and but few sales have been made, all because of the inability of the railroads to move grain.—S.

OKLAHOMA

Gotebo, Okla.—D. F. Knepper and B. F. Elliott have purchased an interest in the Harrison Mill & Eltr. Co.

Hobart, Okla.—W. M. Webster is organizing a farmers' union which will probably erect a mill and eltr.

Bliss, Okla.—The Bliss Grain Co. incorporated, capital stock \$10,000; incorporators J. C. Miller, J. M. Hill and others.

Jefferson, Okla.—The Jefferson Grain Co. incorporated capital stock \$20,000; incorporators G. W. Lewis, F. Stimson, O. V. Beal and others.

Oklahoma City, Okla.—The McKnight Gin & Grain Co. incorporated, capital stock \$10,000; incorporators J. D., J. P. and C. A. McKnight.

Kaw City, Okla.—I was thinking of putting in steel storage tanks, but have now given up the idea. I am building my eltr. with large enuf capacity so I will not have to build tanks.—W. T. Conklin.

Guymon, Okla.—The Interstate Mill & Eltr. Co. incorporated, capital stock \$25,000; incorporators J. E. Wright of Guymon, J. E. Patton and J. I. Steele of Tyrone, G. C. Brown of Hooker and Calvin Glen of Tehoma and C. R. Wright and J. E. George of Liberal, Kan.

OREGON.

Portland, Ore.—The Kerr-Gifford Warehouse Co. has filed articles of incorporation with \$250,000 capital stock.

PENNSYLVANIA.

Honeybrook, Pa.—James Byers died March 8.

Greason, Pa.—I am closing out by grain business.—Jeremiah Givler.

Philadelphia, Pa.—L. J. Logan has been reelected secy. of the Chamber of Commerce.

Harrisburg, Pa.—An anti-bucket shop bill recently introduced in the legislature, prohibits telegraf and telephone companies furnishing them with grain and stock quotations.

Harrisburg, Pa.—Harrison Townsend of Philadelphia has introduced a bill in the legislature requiring railroads to put in and maintain track scales, in the interest of coal merchants.

Newville, Pa.—The latest move of C. K. Fickes, formerly mgr. of the Fickes Grain & Feed Co., is to seek business as the Transit Mill & Eltr. Co. The losses of shippers who attempted to do business with the old firms was sufficient to satisfy.

PHILADELPHIA LETTER.

C. C. Fraser is among the new members of the Commercial Exchange.

Notice has been given to all delinquent members of the Commercial Exchange by order of the Board of Directors that Article XVII of the By-Laws will be rigidly enforced and all members that are one month in arrears of dues after April 1, will be excluded from the privileges of the floor.

A bill has just passed the Pennsylvania senate at Harrisburg and will be favorably acted on in the house of representatives, limiting car storage charges to a maximum of \$1 per day, to apply to cars at place of loading as well as point of delivery. At some of the R. R. yards \$30 per week has been charged for the storage of a single car.

The Reading R. R. Co.'s big new \$300,000 double deck pier No. 25 at Noble street wharf Delaware river is about completed, which adds additional interest to the future conditions here of the export grain trade. It is 50 ft. wide and 590 ft. long, has been building for one year and is now the finest pier at this port. Extensive improvements are being made by the Reading Co. on pier 25 adjoining. The transatlantic steamship lines will ply from there.

The grain men after continuous agitation, are delighted with the action of the high officials under the direction of General Manager W. W. Atterbury of the Pennsylvania Railroad Company, looking toward the policy of the new President McCrea, which indicates the erection of a large and modernly equipped elevator for the needs of the increasing export trade. The special committee of the railroad to inquire into elevator and grain handling facilities at Philadelphia is Joseph Baker, supt. of the Phila. Terminal Division; W. J. Young, assistant manager of the Girard Point Storage Co.; Warner Howell, foreign freight agent, and W. W. Wimer, Jr., div. freight agt. The scope of the original report is to be broadened, and the committee will urge increased merchandise freight handling facilities for both local and foreign business in this city and port, as anything that will develop the business of the city of Philadelphia will also benefit the Pennsylvania Railroad Company, whose interests have always been intimately related to those of this city.—S. R. E.



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You are doubtless like a great many others who are losing considerable money by reason of leakage of grain in transit. You can curb this loss by using KENNEDY'S CAR-LINER which costs you only \$1.30 per car and saves you many times its cost. More information cheerfully furnished if desired.

Yours truly,

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The Chicago Daily News, March 22, 1906, said:

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SOUTH DAKOTA.

Warner, S. D.—Henry Slack will erect an eltr.

Leola, S. D.—The McIntire-Ingold Co. will build an eltr.

Lennox, S. D.—I am now agt. for the Reliance Eltr. Co. here.—A. Rossbach, Jr.

St. Charles, S. D.—Wm. Krotter will install 2 improved Hall Signaling Distributors.

Andover, S. D.—A movement to build a farmers eltr. with capacity of 80,000 bus., is on foot here.

Cresbard, S. D.—The Eagle Roller Mill Co., of New Ulm, Minn., will erect a 30,000-bu. eltr. here, also one at Hoven.

Letcher, S. D.—The farmers in this vicinity have organized an eltr. company and have chosen John Van Meter, John Wilson, L. M. Doyle and Frank Worden, directors.

Pukwana, S. D.—A farmers eltr. company with capital stock of \$5,000 is being organized. The company expects to have a new eltr. completed in time for the fall trade.

Garretson, S. D.—The Booge Farmers Eltr. Co. has been organized at Booge, a town with no P. O. south of this point, by K. N. Knudson, O. C. Jordahl, Peter Williamson and others.

Elk Point, S. D.—The 10,000-bu. eltr. owned by G. R. Freeman and leased by Fields & Slaughter Co. with headquarters in Akron, Ia., burned March 22 with 6,000 bus. of oats. Peter Stinson is the company's agt.

Aberdeen, S. D.—The Northwestern Land Co. will build on its farm in Edmonds county, an eltr. 24x36 ft. with capacity of 15,000 bus. Power will be furnished by an artesian well. The house will be equipped with up-to-date machinery.

SOUTHEAST.

Atlanta, Ga.—J. D. Frazier of J. D. Frazier & Co. is critically ill.

Montgomery, Ala.—The railroad rate and regulation laws recently passed by the legislature and upon which Judge Thomas G. Jones of the United States circuit court imposed an injunction, have gone into effect.

Montgomery, Ala.—The effect of the anti-bucket shop bill, recently passed by the senate, which will go into effect next Jan., will be to drive all private wire houses out of the state. Atty. Gen. Garber has ruled that dealers in futures must pay the \$5,000 license this year.

Montgomery, Ala.—Under the recent opinion by Atty. Gen. Garber that the pure feed law goes into immediate effect sacks of the old size which were on hand cannot be used. Stocks of meal on hand prior to the passage of the law can be disposed of without fear of prosecution. Under the new law cornmeal can be sold only in sacks of 6, 12, 48 and 96 lbs., or in barrels of 96 and 196 lbs.

TENNESSEE.

Nashville, Tenn.—R. B. Pegram has been appointed one of the 7 general freight agents of the Southern Ry.

Nashville, Tenn.—The Grain Exchange has voted to adopt the rules established by the uniform grades congress when other markets do so.

Dickson, Tenn.—A warehouse equipped with eltr. facilities for handling grain will be erected by Pitt Henslee, pres., of the First Nat. Bank.

Nashville, Tenn.—The N., C. & St. L. R. R. has raised its embargo against the Georgia R. R., but the embargo on corn remains in effect.

Nashville, Tenn.—The transportation committee of the Nashville Board of Trade has obtained an agreement by the four railroads entering the city to interchange cars.

Union City, Tenn.—The Dohnke-Walker Milling Co.'s brick corn meal mill burned March 25 causing a heavy loss. The insurance is \$19,000. The fire is thot to have started from friction in the machinery.

Nashville, Tenn.—The reciprocal demurrage bill was rejected Apr. 4 by the house committee on railroads. By a vote of 70 to 1 the house bill to amend the railroad commission act was passed. This bill gives the commission power to fix rates and compel interchange of freight.

Nashville, Tenn.—We notice in the Journal a statement that the name of this company has been changed to the Tennessee Eltr. & Storage Co. This is a mistake. The Tri-State Co. was succeeded by the Tennessee Eltr. & Storage Co., but this is a separate corporation from the Tri-State Milling Co.—Tri-State Milling Co.

Nashville, Tenn.—About 40 members attended the formal opening of the Grain Exchange floor in the Board of Trade building April 1. Pres. Byrd Douglas called the meeting to order and after a short address introduced Leland Hume, of the Board of Trade, who welcomed the grain men to the building. Other speeches followed touching upon the advantages of Nashville as a grain distributing market and of the new location of the Exchange making, in all, its first day in its new home a very pleasant one.

TEXAS.

Beaumont, Tex.—J. C. Chaney will, it is reported, build a rice eltr. at Chaney Switch, a station with no P. O. in Jefferson county.

Beaumont, Tex.—The Garrett Grain & Mill Co. incorporated, capital stock \$20,000; incorporators C. A. Garrett, T. W. Garrett and L. T. Votaw.

Munday, Tex.—The Munday Mill & Eltr. Co., incorporated; capital stock, \$25,000; incorporators, V. F. Weisser, J. F. Weisser, H. M. Weisser and F. A. Weisser.

Star, Tex.—The Star Mill & Eltr. Co. reincorporated, capital stock increased from \$25,000 to \$50,000. The company is erecting 10,000-bu. eltrs. and warehouses at both Glacier (no P. O.) and Canyon City. P. H. Pelkey has the contracts.

Galveston, Tex.—Exports from Galveston from Sept. 1 to April 1 were 9,318,333 bus. of wheat and 3,827,277 bus. of corn; compared with 3,250,323 bus. of wheat and 11,299,099 bus. of corn for the corresponding period of 1905-06, as reported by C. McD. Robinson, chief inspector, Galveston Board of Trade.

Galveston, Tex.—A. E. Bush, pres. of the Cotton Seed & Meal Co., has fled with \$200,000 which he is said to have obtained on forged ocean Bs/L. He is alleged to have sold railroad Bs/L to Adoue & Lobit, bankers, afterwards substituting for these the forged ocean bills which were subsequently paid while the railroad bills were resold. Bush is thot to be in Honduras.

No true Texan can support the Briggs insurance bill for a law that will create an insurance trust in Texas. The pro-

posed law will destroy all competition in rates. Under the provisions of the bill a company making a discount from regular rates would be guilty of a misdemeanor and subject to a fine of \$25 to \$100 for each offense. Thus it not only authorizes price regulation by agreement, but places the state courts at the service of the fire insurance trust to punish members who violate the agreement. The Texas Rice Millers & Distributors Ass'n at Houston recently adopted resolutions strongly condemning the Briggs bill, as it would kill all mutual insurance companies. The committee on insurance of the Texas house was divided, a minority strongly opposing its enactment stating "The necessity for much of the legislation proposed by this voluminous bill does not exist at this time in Texas, for the reason that neither the people nor the insurance companies are demanding any radical changes in our insurance laws."

WASHINGTON.

Tacoma, Wash.—The Pacific Brewing & Malting Co. is erecting an eltr. and scale building at a cost of \$10,000.

Tacoma, Wash.—The grain exporting season is still on, two charters for wheat to the United Kingdom having recently been made by Balfour, Guthrie & Co.

Wenatchee, Wash.—The Beal Grain & Milling Co. has succeeded the Washington Farmers Grain & Milling Co., which is about to erect a mill costing \$60,000.

Everett, Wash.—The Great Northern Ry. has contracted for the erection of a cleaning eltr. with capacity of 32,000 bus. on the wharf near the company's new tracks.

Tacoma, Wash.—Grain receipts from the east of the mountains continue to be small. The shippers complain that ships have been waiting in the harbor for months that could easily have been loaded in a few weeks time.

Seattle, Wash.—The car shortage here has resulted in the tying up of about 10,000,000 bus. of wheat east of the mountains. The mills on Puget Sound have been closed and the oriental trade is said to be greatly impaired as a result.

Pullman, Wash.—The wheat growers ass'n is endeavoring to induce the C. M. & St. P. Ry. now laying tracks thruout the eastern part of the state, to erect a line of eltrs. in place of warehouses, thus permitting the handling of grain by the bulk and thereby saving much expense.

The Oregon demurrage law now in effect widely differs from that of Washington, by fixing, in the first place, the demurrage charge at \$2 per day, the railroads being assessed \$1 per day for failure to furnish cars in Washington, which requires the roads also, to furnish cars applied for, when not exceeding 10, within 6 days; while from 5 to 20 days, according to the number of cars ordered, are allowed in Oregon.

Walla Walla, Wash.—The bill introduced in the legislature fixing the price of grain bags has met with the disapproval of the ranchers who see no advantage over the Calcutta article of the prison made sacks at the lower figure made by the board of control if, in placing an order, full value of bags must be paid instead of .10 per cent and that, with no assurance that the supply, the amount of which is decided by the board, will meet the demand. In the latter case a certain percentage of each order would be filled and the remainder of the remittance for-

[Continued on page 412.]

Keep Evidence of Carelessness to Yourself.

BY THE CREDIT MAN.

Insurance is always a fruitful topic of discussion, particularly when a fire occurs and the owner of the elevator is known to be either over or under insured. In the former case he is not apt to say much about it, but when loss has occurred, thru negligence to provide for proper protection, the victim seems to take a morbid delight in relating his unhappy experience.

For a grain dealer, not to speak of other people, that course is very unwise. It publishes him as a careless business man, and the people who will take note of that fact are just the ones upon whom it behooves him to make the best possible impression. It is not necessary, either, that he should apprise them directly of his ill-fortune, for the commercial agencies, to whose service large business houses invariably subscribe, have their agents in every town, to whom such intelligence is as a "sweet morsel," and they promptly forward it to headquarters, whence it is soon sent broadcast to all who may be in any way interested.

Commission houses that make loans on grain awaiting shipment are solicitous about having it fully insured by the owners, and when they learn from their record that, in the year so-and-so, John Blank lost so many hundreds or thousands of dollars, thru failure to carry policies sufficient for his needs, they very frequently turn down his request for funds.

Many a dealer with a fire "record," who has received pleasant but evasive replies from commission firms to whom he has applied for advances, has probably wondered why, but a little thought will serve to solve the mystery. If a man has been so foolish as to allow his insurance to lapse and has suffered the consequences, he had better keep a very close mouth about it, and set to work to recoup his loss in grim, if difficult, silence.

The *Drapers Record* of London says that sulphur yellow, which already has a vogue in Paris, will be the popular shade this year for women's frocks. Fashions may come and go but the Grain Dealers Journal will wear the shade of yellow that corn has had for 4,000 years.

Rats Fight Grain Clerks.

A horde of greedy rats infested H. R. Stone & Co.'s grain warehouse at Woodberry, Ill., and devoured much grain. Wheeler and Wesa, clerks there, determined to exterminate the pests. For days they plugged various rat holes, then by sprinkling grain temptingly, they finally lured the rats into a small room where bran was stored. While the big drove ran here and there the men plugged the rat holes in the little room and attacked the rats with clubs.

But the rats, cornered, did not wait to be clubbed. No sooner had Wheeler and Wesa slammed the door behind them than a great lean rat, squealing, jumped at Wheeler's face. Behind it came the rest of the drove. They writhed at the men's feet, swarmed up their legs, bit savagely at their shoes and sprang high in the air in an effort to get at their unprotected hands and faces.

The men wielded their clubs like mad and yelled for help, but the squealing animals, only attacked them more furiously. One worked his way inside Wesa's trousers leg and tore savagely at his ankle. Another sank his teeth into Wheeler's hand. The two might have been eaten alive had not another employee heard their shouts and thrown open the door. The rats scurried out of the building and the two executioners dropped exhausted.

—Danville News.

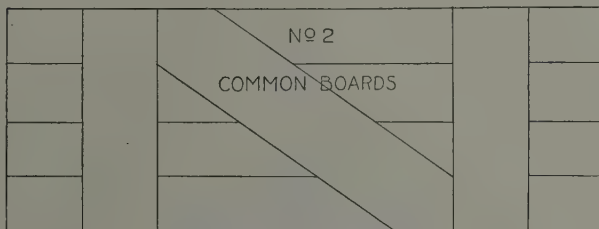
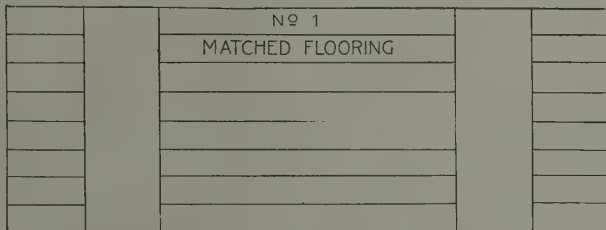
A Good Suggestion for Car Doors.

Reproduced herewith are drawings of two car doors recommended by W. McCallister, Chief Weigher of the Cincinnati Chamber of Commerce, whose experience has convinced him that stronger grain doors are needed to stand the strain of the large cars in use to-day.

Car door No. 1 is made of matched lumber, while No. 2 is made of common boards. The outside of battens are made of 12 in. boards and will fit inside of door posts, as it is intended that the grain doors should extend eight inches beyond the posts. rod. nails should be used.

Mr. McCallister also recommends that shippers examine car seals carefully before grain leaves elevator and keep a record of each seal.

Havana, Cuba, has a new Produce Exchange.



Suggestions for Stronger Car Doors.

FRONT VIEW OPEN

BACK VIEW CLOSED

ENVELOPES for MAILING GRAIN and MALT

QUALITY and PRICE RIGHT

J. L. THOMPSON

107 Dearborn Street
Tel C 79 CHICAGO

The "UNIVERSAL"

Patented

BELT STRETCHER

stretches Elevator Belts to perfection. Instantly applied. 'His clamps can not slip nor mar the Belt.'

No wrenches nor loose tools required.

Made of High Grade Malleable Iron and Steel

Saves Time, Labor and Money

Absolutely Guaranteed

Made in Three Sizes:

12-inch. Price \$ 5.00

16-inch. Price 7.00

24-inch. Price 12.00

Favor Us With Your Order.

"Your money back if you want it."

MILLER MFG. CO.

400 N. High Street
MUNCIE, INDIANA

Prompt and Accurate Analyses of All Grain and Feeds

Don't ship your corn until you have had it tested for per cent of moisture

The Columbus Laboratories

103 State St., Chicago

4 THINGS

the advertiser considers before an advertisement is placed:

CIRCULATION QUALITY INFLUENCE RATES

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

Grain Carriers

The Santa Fe has orders with builders for 8,000 cars.

The Chicago drainage canal is to be extended three miles farther thru the city of Joliet.

The Great Northern line from Neene, N. D., to Portage La Prairie, Man., 78 miles, has been opened to traffic.

The Interstate Commerce Commission will soon issue a pamphlet containing all its rulings in tariff circulars 1-A to 12-A.

One of the largest eastern roads reports the car shortage as serious at present as at any time during the past two years.

The first cargo of wheat for 1907 was loaded at the Empire Elevator at Fort William, Ont., Mar. 25, into the steamer Midland King.

Construction is to begin at once of the 54 miles of the Covington & Southwestern Railroad from Covington to Crawfordsville, Ind.

Car interchange between different roads should be forced by national law to do away with embargoes against certain routings, transfers and terminals.

The new steamer W. B. Kerr, the biggest on the lakes, has been chartered for grain out of Duluth, and is expected to break the cargo records.

Navigation of the Missouri River opened Apr. 1 with the departure of three steamers from St. Louis, Mo., for Kansas City and Omaha.

The Toledo Produce Exchange has petitioned the New York Produce Exchange to request opening of the Erie Canal a month earlier, about Apr. 10.

A protest against any advance in freight rates has been adopted by the directors of the Cincinnati Chamber of Commerce in a memorial to President Roosevelt.

The Interstate Commerce Commission has designated Martin S. Decker, asst. secy.; Patrick J. Farrell, John H. Marble and Luther M. Walter, asst. attys.

Interstate Commerce Commissioner Clark decided Apr. 5 that the commission is without authority to fix demurrage charges by railroads on interstate freight.

Loaded cars moved during March on the New York Central lines east of Buffalo totaled 602,898; an increase of 50,180 over the total number moved on the same lines during March, 1907.

The Nye & Jenks Grain Co. has chartered the steamer Aurania for the season of 1907 and is loading grain out of its elevator at Milwaukee into the boat in advance of the opening of navigation.

Lake underwriters on Mar. 29 decided to follow the advance made by the English companies, from $4\frac{3}{8}$ to $4\frac{1}{2}$ per cent. Insurance valuations are raised from \$40 to \$48.50 per gross ton and losses must exceed \$500 before the underwriter is liable.

Grain stocks are piling up at Duluth about 1,000,000 bus. per week for the opening of navigation. The steamer Matanzas has taken on a cargo of 107,000 bus. flaxseed and 78,000 bus. barley at the Itasca Elevator. All the boats at the head of the lakes have been chartered and the grain shippers now are taking boats to arrive at 2 cents per bu. to Georgian Bay.

Prof. Henry C. Adams, statistician to the Interstate Commerce Commission, has in progress a detailed investigation of the duplication of railway capitalization by which he will be enabled to ascertain the correct amount of capital entitled to dividends.

The Lakes to the Gulf Deep Waterway Ass'n met at Chicago Apr. 4 and adopted resolutions thanking President Roosevelt for the creation of the inland waterways commission. The next convention of the organization will be held Nov. 21 at Memphis.

One Boston exporter who had engaged cargo space for 40,000 bus. late in January and had the grain at Buffalo, has seen the steamers sail Mar. 5, Mar. 12 and Mar. 19 without his grain, thru the failure of the Boston & Albany Railroad to move the grain out of Buffalo, tho given 6 weeks' notice.

The Transportation Clearing House Co., incorporated in Ohio with headquarters at Cincinnati, contemplates making innovations in the traffic world by acting as freight traffic manager, as agent or attorney in making and collecting claims for loss, damage and overcharge in rates, and examining and clearing freight expense bills.

A commission composed of Col. Clinton B. Sears, now president of the Mississippi River Commission, Lieut.-Col. William Bixby, Lieut.-Col. Curtis McD. Townsend, Henry B. Richardson and Homer P. Ritter, has been appointed by Secy. Taft to make a survey for the proposed 14-ft. waterway from Lake Michigan to the gulf.

Erie Canal rates as announced Apr. 4 by the Boatmen's Union, are: From Buffalo to New York: Wheat, 5 cents; flaxseed, $5\frac{1}{2}$ cents; rye, $4\frac{3}{4}$ cents; corn, 4 $\frac{1}{2}$ cents; barley, 4 cents; oats, $3\frac{3}{4}$ cents. These rates are somewhat higher than those in force at the opening of navigation on the Erie Canal last season, the increase averaging half a cent.

A bill has been introduced in the Iowa legislature providing for the construction of automobile railways, under the same regulations as steam lines. The tracks are to be a foot wide with raised edge to hold the wheels on, and to be composed of concrete or asphalt. A corporation will construct the lines and permit anyone to run vehicles on the tracks.

The words "notify H. J." on a B/L in law mean simply that the carrier will inform H. J. that the goods have arrived; and does not authorize delivery to H. J. The carrier's obligations as to delivery are not affected at all by the words "notify H. J." If, after paying draft, H. J. gets possession of the B/L and presents it to carrier, he represents the consignee, to whom only the railroad can deliver.

Plans for the federal regulation of railroads were considered recently at a conference of the president with Secy. of the Treas. Cortelyou, Secy. of the Interior Garfield, Asst. Secy. of State Bacon, Chairman Knapp and Special Counsel Kellogg of the Interstate Commerce Commission and the other members of the Commission, except Prouty and Cockrell, who were out of the city. The scheme is to be presented to the next Congress.

Hundreds of new tariffs making advances in grain rates were filed with the Interstate Commerce Commission during March by roads in the territory of the Central Freight Ass'n. As the old basis of figuring rates on a per cent of the Chicago rate has been abandoned an exact general comparison can not be made with

the old rates. The advance in rates between specific points ranges from 1 to 4 cents per 100 lbs. and will go into effect May 1.

The Interstate Commerce Commission has recently decided that the arbitrary charge made by the M., K. & T. Ry. of 5c per 100 lbs. in addition to regular transportation charges on grain and flour was unjust and unreasonable, as applied to shipments from connecting lines. The road is required to refrain from applying the charge for two years, and nominal reparation is made to the complainant, the Blackwell Milling & Elevator Co., Blackwell, Okla.

In Antwerp the Chamber of Commerce has been investigating subsidies and finds that the countries which do not subsidize their shipping are gaining upon the seas much faster than the countries that do so. It also concludes that an industry that has to be helped out by the proceeds of taxation adds nothing to the national wealth, which should need no demonstration. What the shipper needs is simply vessels to carry his goods, regardless of their nationality.

The Atlantic coast steamship combination being formed by Charles W. Morse are: The Hudson Navigation Co., the Clyde, the Ward and the Mallory lines and the Metropolitan Steamship, the Maine Steamship, the Eastern Steamship and the New York & Porto Rico Steamship Companies, while negotiations are said to be under way for the acquisition of the Red "D" line and the Tietjen & Lang Dry Dock Co. If these are purchased only about five lines will remain outside of the combine.

O. P. Gothlin, railroad commissioner of Ohio, while at Chicago recently declared that, in consideration of the remarkable rights granted the railroads, the people had a right to protection from the imposition of unreasonable rates, from inferior service, and to secure safety in travel. He believed that the Interstate Commerce Commission should establish district agencies in the principal railway centers to facilitate the hearing of complaints against the carriers and the adjustment of differences between them and their patrons.

The first boats to arrive at Buffalo from the upper lakes were the steamers Joshua Rhodes and W. G. Pollock with corn from Chicago. The boats cleared Apr. 2 and arrived Apr. 7. The steamers W. P. Rend and Panther followed. At Toronto navigation opened with the arrival of the steamer Macassa from Hamilton Apr. 1. Navigation opened at Duluth Mar. 30 with the arrival of the Bon Ami, but the outlet from Lake Superior thru the Soo was closed and the steamers Weston and Rogers for Duluth were unable to pass thru Mud Lake on arrival at the Soo Apr. 3.

The average freight claim office works 8 hours per day for 5 days per week and 5 hours per day for 1 day, making a total of 45 hours per week and an average of 450 minutes per day. To expect and attempt to require that a man read or even glance through the papers (to say nothing of the time necessarily taken in making pencil marks, attaching printed forms, etc.) and to handle the money involved and to do his work in an intelligent manner, at the rate of a claim every 3 or 5 minutes, is nothing but the rankest nonsense. The task is impossible and the conditions existing today prove it. No man is capable of handling more than 65 loss or damage claims per day or 50 overcharge claims per day when he rates his own claims, or 90 overcharge claims per day where the

rate clerks quote the figures on the overcharge.—W. S. Wheaton in the *Railway Age*.

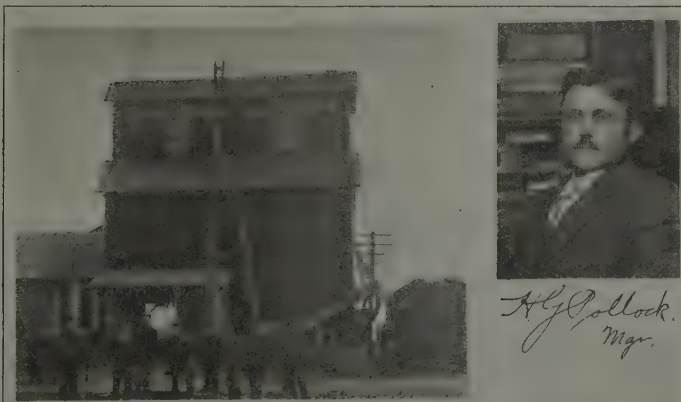
A forecast of the decision of the Interstate Commerce Commission in the complaint of the Chicago Great Western Railroad against the Union Pacific and the Peavey concern known as the Omaha Elevator Co., is that the commission will decide that the railroad is entitled to make payment of elevation allowances, provided the same allowance is made to all elevator companies, and it held that the facts show that is done in this case. But it will be held that the payment of 1 1/4 cents per bushel is excessive, and the Commission will order that it be reduced to 1 cent or possibly to 3/4 cent.

Whether the average railroad employee is less regardless of his company's interests than are the employees of large industrial concerns, or whether the growing demand for labor has influenced employees to feel less concern in the affairs of those whom they serve, are questions I will not undertake to decide, but that losses clearly chargeable to avoidable causes have, during the past few years, increased to an alarming degree, is a fact which many here have doubtless observed.—Robert L. Calkins, freight claim agt., New York Central.

The March decline of about 15% in the quotations of railroad stocks is not a panic born of a fear that railway rate regulation is to be too drastic. Close observers declare that the price movement is a marking down of investments to a point where the returns will compare favorably with investments in banking, manufacturing, farming and merchandising. Finding it impossible to market bonds for a year past on the old basis of small returns to the investor the roads have been borrowing on short time notes at 6% or more. The marking down process will invite investment in railway securities, furnishing the lines with the funds to buy needed cars and engines, and thereby benefit shippers.

The Souvenir Postal Craze.

The souvenir postal card craze which seems to have captured the entire world is slowly but surely reaching the grain trade and occasionally we receive cards bearing photographic reproductions of elevators and grainmen. Reproduced herewith is a card recently received from The Pollock Grain Co., which bears a photograph of its plant at Middle Point, O., together with that of the Mgr., Mr. Pollock.



Reproduction of a Souvenir Postal.

Interstate Rate Regulations.

Rulings on freight schedules were issued Mar. 26 by the Interstate Commerce Commission in tariff circular No. 12-A, from which the following is taken:

After notice of a change in rates has been filed and published the new rates must be allowed to go into effect, and cannot be withdrawn, canceled or superseded except upon notice filed and published for at least 30 days after the date when the rates have become effective. A tariff may contain a notation that rates therein stated will expire upon a date therein specified which is at least 30 days subsequent to the date on which such rates become legally effective, and this will be legal notice of the cancellation or withdrawal of such rates.

IF A CARRIER'S AGENT MIS-ROUTES a shipment and thus causes extra expense to the shipper over and above the lawful charges via another available route of the class designated by shipper over which such agent had applicable rates which he could lawfully use and responsibility for agent's error is admitted by the carrier, such carrier may adjust the overcharge by refunding the difference between the lawful charges via the route over which shipment moves and what would have been the lawful charges via the cheaper available route.

WHEN A JOINT THRU RATE is the same to two or more points and rate on thru shipment to local station to which no specific joint thru rate applies is made up by combination of such joint thru rate to common points and local rate beyond, the rate for thru shipment should be determined by calculating the joint thru rate to the point from which the lower local rate applies to point of destination and adding thereto such local rate.

RATES FOR THRU SHIPMENTS are often made by adding together two or more locals, one or more of which may be purely state rates. The law prohibits the use of any rate applicable to interstate business unless that rate has been published and filed with the Interstate Commerce Commission. The Commission therefore believes it proper that all local tariffs be given I. C. C. numbers and be posted and filed with the commission in manner prescribed in the act.

After April 1 common carriers are directed, in filing schedules in compliance with the statute, to transmit two copies of each tariff, supplement, classification, or other schedule of rates or regulations, for the use of the Commission.



THE HUMPHREY Employee's Elevator

For eighteen years it has been the

STANDARD ELEVATOR

For GRAIN ELEVATORS and MILLS

The simplest and most reliable lift for Grain Elevators that can be devised.

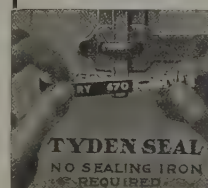
Let me send you catalog and prices.

S. K. HUMPHREY

640 Exchange Bldg., BOSTON, MASS.

SAY

Isn't it worth 3/4 cent per car to know that your shipments cannot be tampered with during transit without detection? We can furnish you with the TYDEN CAR SEAL, bearing your name and consecutively numbered for \$3.50 per 1,000 that will give you absolute protection.



You insure your grain against fire, why not protect it against theft. Sample free. Send now.

International Seal & Lock Company
CHAS. J. WEBB
Gen. Sales Agt.
617 Railway Exchange Bldg., Chicago

Fumigate your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR,

Manufacturing Chemist Penn Yan, N.Y.

The F. R. Morris Grain Drier

When figuring on a grain drier don't forget to send for my catalogue. When received read the testimonials of the actual users. Then write any or all of them. I am contented to abide by what they will tell you, as every one now using the Morris Drier, have made a thorough investigation of all the driers on the market and have taken my drier in preference over all others.

F. R. MORRIS

51 Chamber of Commerce, MILWAUKEE, WIS.

Supply Trade

The Capital Grain & Eltr. Co. has ordered a Hess Drier for its new elevator at Oklahoma City, Okla.

J. A. Horn, of Oklahoma City, Okla., has moved his office from the Land Office Bldg. to the Bassett Bldg.

The Newton Mfg. & Eltr. Co., of Newton, Kan., is having its properties appraised by Coats & Burchard.

The Dubuque Turbine & Roller Mill Co., Dubuque, Ia., has been acquired by the Morrison & Kretschmer Mfg. Co.

C. E. Bird has again entered in the elevator building business at Minneapolis under the firm name of C. E. Bird & Co.

T. F. Costello, of Minneapolis, has again entered the elevator building business and opened an office adjoining his residence.

The Skillen & Richards Mfg. Co., of Chicago, is getting out a new 350 page catalog which will be ready for distribution this month.

On May 1st the Burrell Engineering & Construction Co., Chicago, will remove its offices from the Commerce to the Stock Exchange Bldg.

G. L. Stringer has again become associated with the Midland Machinery Co., of Minneapolis, Minn., as its secy. The change took place Apr. 1.

Advertising has been aptly and wittily characterized as "dealing in futures." Yet while it is true that the effect is necessarily cumulative, the response these days is very often instantaneous.

All advertising, to accomplish a good purpose, must be built on integrity. Its sponsors must be able to deliver the goods, of kind and quality promised, in full measure.—*Profitable Advertising.*

E. T. Bauer, formerly milling engineer for Nordyke & Marmon, now supt. of the Kansas Milling Co., Wichita, met with an accident in the elevator recently which resulted in the breaking of his arm in two places.

The Richardson Scale Co. has just shipped the second full car load from its factory. This time to Kansas. The new factory, which is said to be the largest in the world, now turns out a machine every day.

A Durango, Mexico, concern has recently exported to Austin, Tex., middlings mills and grinding mills. This is probably the first exportation to the U. S. of machinery originated and manufactured in Mexico.

The Richmond City Mill Works, of Richmond, Ind., has gone into the hands of a receiver. This is one of the oldest flour milling machine companies in the West. It is expected the company will resume business soon.

Some advertisers say, when trade is good: "We will discontinue advertising and save money." As well might the captain of the ocean liner say: "We are making good headway now; put out the fires and save coal."—*Mahin's Magazine.*

George H. Hess, president of the Hess Warming & Ventilating Co., died of heart disease Mar. 23 at San Diego, Cal. He was one of the builders of the first saw-mill on the Muskegon River, Michigan, and since 1867 has resided at Chicago,

where he organized the company which is now engaged in the manufacture of the Hess Grain Drier, under the management of Geo. H. Hess, Jr.

The men who count are they who believe that to-day is better than yesterday, and that to-morrow will be a day of promises fulfilled for the men who achieve. You can accomplish much by using space in the Grain Dealers Journal.

An agent, employed to sell machinery by procuring orders or purchasers therefor, is a commercial broker when the contract of agency neither gives nor contemplates any possession or right of possession in the agent to the machinery to be sold, is the recent decision of the Supreme Court of Kansas in the suit by the Southwestern Port Huron Co. against Wilber, reported in 88 Pacific Reporter 892.

The P. H. Pelkey Construction Co. was lately incorporated with a capitalization of \$50,000, \$17,000 of which is paid in. The officers are P. H. Pelkey pres. and gen. mngr., J. F. Balliet, vice pres., and Erwin Morley, secy. The directors are P. H. Pelkey, J. F. Balliet, and J. E. Reece. The incorporation of the company and its progressive ramifications denote progress. The company intends to erect a large building soon for its own use.

The Motsinger patent, No. 642,869, for a gas engine dynamo igniter, was held by the U. S. Circuit Court of Appeals not to have been infringed by the device manufactured by the Hendricks Novelty Co. The mechanism devised by Homer N. Motsinger is the fly-wheel of a gas engine in frictional contact with a smaller pulley connected with the spark generator; together with means for throwing the generator pulley into and out of engagement with the fly wheel, to keep the speed of the generator constant. This idea of frictional contact was declared by the court to have been old, consequently Motsinger's patent was not a pioneer; and since Motsinger limited his claim to peripheral contact, while the Hendricks Novelty Co. effected the same result by contact of the generator pulley with the side of the fly wheel, the court decided that the latter construction was different. The adjustment in one case was effected by a parallel motion of the shaft and in the other by a longitudinal motion. The decision leaves both manufacturers free to sell their own devices.

Don't scrap with your competitor—get out of his class into one higher up.

There is a car shortage in Austria that threatens to cause a coal famine in the northern part of the empire. At the next session of the Reichsrath the subject will be considered.

New Gasoline Engine Factory at Kansas City.

We illustrate herewith the new plant now under construction of the Witte Iron Works Co. When completed, it will be the largest, most complete and up-to-date gas and gasoline engine plant in the West; practically fireproof, steel, brick and stone construction, 60,000 square feet of floor space, equipped with the finest of modern machine tools, electric power, traveling cranes, private switches, with enclosed loading ware-rooms.

The company has put in its own natural gas wells and water supply, will operate independent electric light plant, telephone service, with modern accommodations for benefit of visiting customers and employees. The new plant will extend from 16th to 17th St. and from Oakland Ave. to Eastern Ave., Kansas City, Mo., being situated on the Missouri Pacific and Kansas City Southern R. R. tracks. This plant will be used exclusively for the manufacture of the company's present line of Stationary Gas and Gasoline Engines, Traction Engines, Farm Portable Engines, Electric Lighting Plants, Mine Hoisting Engines, Pumps, Irrigation Equipment, in sizes from 2 to 100 h. p.

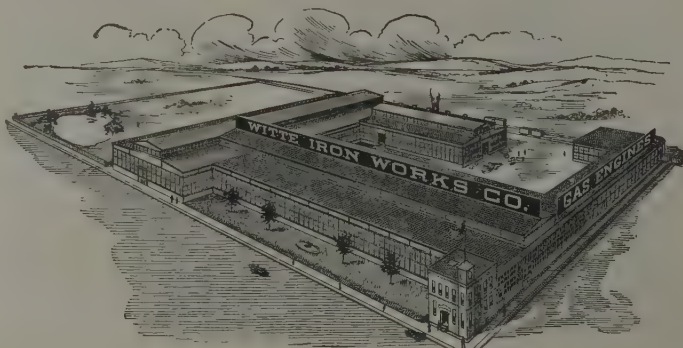
This company has been manufacturing many of the above line of engines in Kansas City for over 22 years. The increased number of sales in the last few years has overtaxed the capacity of the present plant. The new plant will enable it to make immediate deliveries from stock and to extend its territory to foreign countries. The company expects to have the new plant in operation in about 60 days.

The possibilities are all on the bull side of wheat.—Edward G. Heeman.

The French Chamber of Deputies has rejected the bill for the partial suspension of the duties on corn.

The National Corn Exposition is having two Parisian artists prepare eight large pictures composed entirely of corn and its products. Corn will be displayed in all its stages from the seed to the finished products.

The yield of crops in the state of Chihuahua, Mexico, has increased 50 per cent over previous years, due almost entirely to modern methods. A few years ago the only plow seen was a sharpened stick, which scraped the ground to a depth of 3 or 4 inches, after which the seed was planted and nature did the rest. The importation of agricultural machinery is estimated to have increased 50 per cent over 1905, and it is probably 95 per cent of American manufacture.



Screenings

"Does your son intend to learn a trade or adopt a profession?"

"Well, I dunno. Sometimes he strikes me as bein' almost smart enough to make a livin' runnin' one of these bucket-shops."—*Baltimore News*.

"Henry, you'll have to go to town tomorrow," said Mrs. Farmer, who was reading the paper, "and get those two milk pails before they close up all the bucket-shops as I see they're talkin' of doin'."

"Yis," said Pat, "they certainly are considerate over here in Ameriky. There's elevators for the city folks in town and not bein' contint with thot, be dad, they scatter thim all over the country so the farmers can ride up and down when they hov the inclination."

"There is more grain raised in Chicago than in the states of Iowa and Illinois together," said the witty grain broker. "Where?" scoffed his disgusted listener. "In the grain elevators, of course," responded the w. g. b.

Tarantula Tom: "Why did Bill plug the tenderfoot?"

Lava Bed Pete: "It all comes of Bill's distressing ignorance o' legal terms."

T. T.: "How uz that?"

L. B. P.: "Well yer see that'er tenderfoot sold Bill some corn and he was sorter slow about payin'. So the stranger writ him a letter saying, 'I will draw on you at sight.' Bill thot that meant gun play, so when he meets the stranger he draws first. It was a misunderstandin'."

BUFFALO GRAIN TESTERS

INDICATE

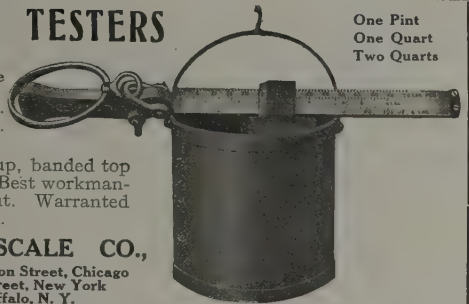
- 1st—The number of pounds a sample will weigh to the bushel.
- 2d—The exact weight of the sample.
- 3d—The per cent of loss after cleaning.



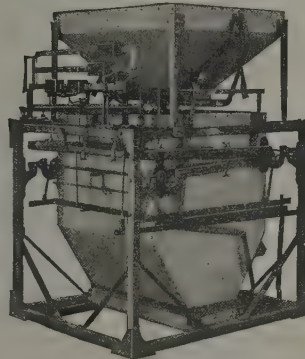
Heavy brass cup, banded top and bottom. Best workmanship throughout. Warranted U. S. Standard.

BUFFALO SCALE CO.,

249 South Jefferson Street, Chicago
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One Pint
One Quart
Two Quarts



What?

Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

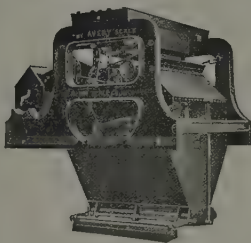
MCLEOD AUTOMATIC SCALE?

Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable.
Write for information to-day.

MCLEOD AUTOMATIC SCALE CO.

PERU, ILLINOIS



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Write today for full particulars of our free trial offer. We will install an

Avery Automatic Grain Scale

in your plant on free trial for a reasonable length of time so you can see for yourself its many money-saving advantages. It saves grain, labor and time by automatically weighing grain quickly and accurately. Note the simplicity of the machine as shown in the above illustration and compare with other makes. The simplest way is always the best way, and for simplicity, accuracy and speed, the Avery Scale is without equal.

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AVERY SCALE CO.

NORTH MILWAUKEE, WIS.

STATE DEMURRAGE RULES

Compiled by JOHN B. DAISH
President American Shippers' Association

¶ Is a compilation of rules relating to demurrage, so-called reciprocal demurrage or delayage, which have been enacted by the legislatures of the several states or promulgated by commissions organized under state authority.

¶ It contains a digest in tabulated form of the demurrage rules, a copy of the South Carolina form for ordering cars, and a list of the states in which adequate car facilities must be supplied.

Price \$1.00

GRAIN DEALERS JOURNAL

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Supreme Court Decisions

Bills of Lading are to be taken in the same manner, to the same extent, as bills of exchange and promissory notes. *St. 1868, p. 194, No. 150, on the subject.*—*Wm. T. Hardie & Co. v. Vicksburg, S. & P. Ry. Co.* Supreme Court of Louisiana. 42 South. 793.

Elevator Allowances.—The allowance by railroad companies of certain charges as elevator charges to terminal elevators on shipments of grain from points in this state to points without the state is an incident of interstate commerce, and this court has no jurisdiction to limit or control the same. *—State v. Omaha Elevator Co. et al.* 110 N. W. 874.

Carbon Copy.—Where an original paper and a carbon copy are made on a typewriter at the same time, signed by the same person and executed in the same manner, both may be considered originals, and either one is admissible in evidence without notice to produce the other. *—Cole v. Elwood Power Co.* Supreme Court of Pennsylvania. 65 Atl. 679.

Seed Warranty.—Findings, in an action for breach of warranty of variety of seed wheat sold, that the seller warranted the wheat to be "white Australian," and that the wheat was of an inferior variety and produced a crop inferior to that which would have been grown had it been "white Australian" seed wheat, are sufficient to entitle the buyer to a judgment in his favor. *—Moody v. Pelrano.* Court of Appeal, First District California. 88 Pac. 380.

A Broker is one who negotiates contracts relative to property, and makes sales of the same, when he has no custody of the property. * * * A broker is an intermediate agent between buyer and seller, and as broker he is not entitled to the possession of the property which is the subject of sale or purchase, nor does he receive or pay the price unless he is authorized so to do. *—1 Words and Phrases Judicially Defined.* 882. *—Southwestern Port Huron Co. v. Wilber.* Supreme Court of Kansas. 88 Pac. 892.

Wagering Contract.—Contracts for the purchase and sale for future delivery of grain or other personal property are lawful and valid. But the intention of the parties to such a contract to discharge their obligations under it by the payment by one of the parties to the other of the difference between the contract price and the market price of the commodity sold, and never to make or accept any delivery, renders the agreement a wager and makes it void. *—Cleage v. Laidley.* Circuit Court of Appeals, 8th Circuit. 149 Fed. 346.

A Transaction in Futures is not invalid unless it is made to appear that neither of the parties contemplated an actual delivery of the goods, and it was the intention of both that there should be no actual delivery, but on the day fixed for the delivery there should be a settlement of the differences, based on the market value of the goods on that day. In that event the transaction would be a bare speculation upon chances, but not otherwise. *—Watson v. Hazelhurst & McAllister.* Supreme Court of Georgia. 56 S. E. 459.

Seller Cannot Rescind.—The sale of a specific lot of rice, at a fixed price, payable within ten days, to be shipped on order of buyer, is not a promise of sale, but a completed sale, by which the ownership passes to the buyer; and the failure of the buyer to pay within 10 days will not have the effect of setting aside the sale, or of authorizing the seller to set it aside without the consent of the buyer. Nor will the latter's refusal to honor a sight draft for the price have the effect, even after the 10 days, if buyer's refusal is so qualified as to preclude the idea of an abandonment of

the contract. *—Bloom's Son Co. v. Union Rice Milling Co.* Supreme Court of Louisiana. 42 South. 947.

Crop Lien.—Civ. Code, § 3876, provides that "the lien of a mortgage on a growing crop continues on the crop after severance, whether remaining in its original state or converted into another product, so long as the same remains on the land of the mortgagor." Held that, where mortgaged grain is removed from the land on which it was grown, it is *prima facie* free of incumbrance, and knowledge by a purchaser after removal that it was once mortgaged does not prevent his being a bona fide purchaser, as he has a right to presume that the lien has been extinguished. *—Brandt v. A. L. Babcock Hardware Co.* Supreme Court of Montana. 88 Pac. 949.

Lien on Railroad for Grain.—Under section 3208, Rev. St. 1906, which provides that "a person who * * * furnishes materials for or in the construction of any railroad, * * * in addition to his rights under the preceding section shall have a lien for the payment of the same upon such railroad," the term materials, as therein used comprehends and includes such articles only as are furnished for and to be used in the construction of such railroad. Therefore, a person who furnishes hay, grain, straw, and feed to a contractor or subcontractor for the keep of teams employed by them in working on said railroad, is not, within the purview and meaning of this section, furnishing materials. *—Pennsylvania Co. v. Mehahey.* Supreme Court of Ohio. 80 N. W. 177.

Cargo Insurance.—A towing company insured a cargo of corn under a policy issued to it "on account of whom it may concern." The owner of the cargo also had it insured. Held, that in the absence of adoption by the owner of the towing company's insurance, or unless it was within the contemplation of the towing company that the owner should receive the insurance, the policy issued to such company did not inure to the benefit of the owner, so as to result in double insurance within a clause of the policy providing that, if the insured shall have any other insurance upon the property prior in date thereto, then the company shall be answerable only for the deficiency required to fully cover the property insured. *—Western Assur. Co. v. Chesapeake Lighterage & Towing Co.* Court of Appeals of Maryland. 65 Atl. 637.

Options.—An instrument reciting that "I, H. W., hereby offer to contract for the sale to M. B. of 60,000 bus. of regular wheat in the Board of Trade of the city of Chicago at 82½ cents per bu. same to be delivered in the month of December, 1905," and signed by H. W., and further reciting, "In consideration of \$60, I promise to leave the above offer open for acceptance until" a stated time, and also signed by H. W., was a contract giving to M. B. the option to enter into a contract for the purchase of 60,000 bus. of wheat at 82½ cents per bu., delivery to be made during December, 1905. Such contract is void on its face, under *Hurd's Rev. St. 1905, c. 38, § 130*, declaring all contracts "to have or give the option to sell or buy at a future time any grain," etc., to be void. *—Bates v. Woods.* Supreme Court of Illinois. 80 N. E. 84.

Delay in Delivery of Corn.—A petition, in a suit against a railroad company, which alleged that the corn of the plaintiff had been delivered to another carrier, who in turn delivered to the defendant, and that the time consumed in the transportation from the initial point to destination was so unreasonable that the corn was damaged in consequence of the delay, and which in effect alleged that the defendant company was the last line of connecting carriers, but did not allege that the delay occurred upon the line of the defendant, or that the corn was received by it in good order, was defective, whether it be treated as an attempt to set forth a cause of action under the common law or a cause of action upon the statutory liability imposed upon the last carrier in a line of connecting carriers. However, such petition was amendable by distinctly alleging that the defendant was the last of a line of connecting carriers and

that it received the corn as in good order, and, when so amended, the petition set forth a cause of action. *—Southern Ry. v. Gardner.* Supreme Court of Georgia. 56 S. E. 454.

Arbitration Confirmation by Court.—Code Civ. Proc. § 2373, provides that the court must grant an order of confirmation of an award, unless it is vacated or corrected as specified in the succeeding sections, which authorize modification and correction for evident miscalculation of figures, or mistake in the description of any person, thing, or property referred to in the award, where the arbitrators have awarded on a matter not submitted to them and not affecting the merits of the decision on the matters submitted, and where the award is imperfect in matter of form, not affecting the merits of the controversy, etc. Held, that confirmation of an award could not be refused because the arbitrators allowed interest which contestant claimed to be improper. *—In re Burke et al.* Supreme Court of New York, Appellate Div. 102 N. Y. Supp. 785.

Telegraf Error.—A. submitted to B. a proposal by telegraph, to purchase certain oats at a named price for future delivery. The telegram as delivered contained a proposal for immediate delivery. This proposal was accepted by B. In ignorance of the mistake in the telegram, A. sold the same quantity of oats to C., to be delivered at the time specified in the original proposal. B., upon being informed of the mistake, released A. from any obligation to receive the article upon immediate delivery, and both parties treated the matter as if no contract had been made. Held, that A. could not recover from the telegraph company on the basis of a contract which might have been concluded in the event B. had accepted the proposal for delivery at a future time, or for commissions which would have accrued to him in such event. *—Bass v. Postal Telegraph-Cable Co.* Supreme Court of Georgia. 56 S. E. 465.

Gratuity Fund.—The New York Produce Exchange, of which decedent was a member, had a gratuity fund which under its by-laws did not constitute any estate in being which could be mortgaged or pledged, but constituted a gift from subscribing members to the fund to each deceased member. Prior to decedent's death his family assigned its interest in the fund to secure his pre-existing debts, and any sums which the assignee during decedent's lifetime should pay for dues and assessments, which assignment was effective only to the extent of securing to the assignee repayment of such dues and assessments. After decedent died, the assignee, conceiving the first assignment ineffectual to enable him to collect the money from the exchange, induced plaintiff, the surviving beneficiary, to execute a new assignment to perfect the assignee's rights in the money, which he did in consideration of his allowing her to retain \$500 from the fund to pay decedent's funeral and medical bills. Held, that such second assignment was not based on any consideration, and was ineffectual to increase the assignee's rights in the fund created by the original assignment. *—Holmes v. Seaman.* Supreme Court, Appellate Div. 102 New York Supp. 617.

Birds, except the English sparrow, are valuable to the grain grower as insect destroyers.

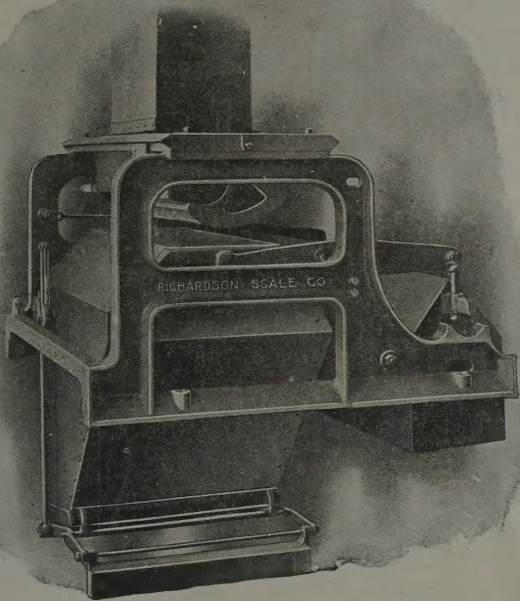
The pure feed laws of Ohio, New York and Pennsylvania provide so heavy a penalty on the sale of feed below the guaranteed analysis that the manufacturer can not claim for his product the merit it possesses and can not compete.

The new section of the free alcohol law provides for the utilization of small stills for the production of alcohol by the use of steel tanks that shall be locked and sealed during the filling of such tanks with the alcohol produced and such alcohol can only be taken from the tanks under governmental inspection. Substantially this is the system that is in vogue in Germany.

Check Your Weights Automatically

BY USING A

Richardson Automatic Scale



You Save Labor and Obtain Greater Accuracy at Increased Speed.

The Simplest, Most Durable Weigh on the Market.

USERS SAY:—

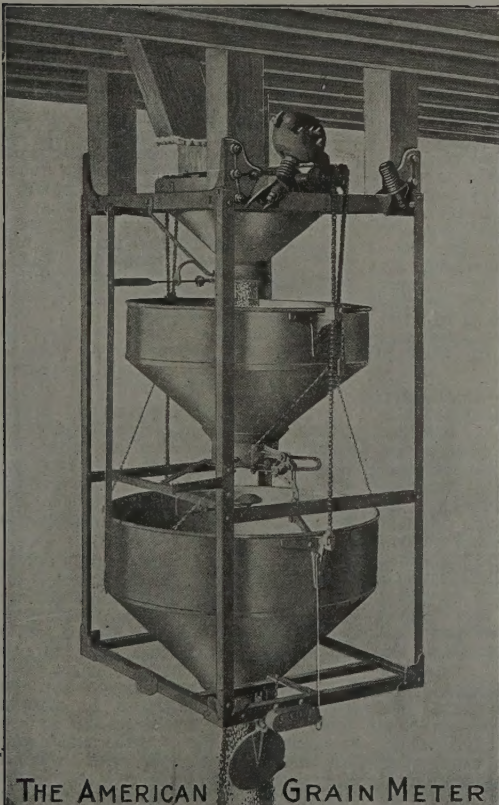
"We have been using the Richardson Automatic Scales in our Elevators for one year and have found them accurate and reliable. We have just added another scale and will likely equip all our Elevators with Richardson Automatic Scales eventually."

—LA ROSE GRAIN CO., La Rose, Ill.

RICHARDSON SCALE CO.

NEW YORK 13-21 Park Row Building.

CHICAGO 1112 Rector Building.



THE AMERICAN GRAIN METER

Is the AMERICAN GRAIN METER Accurate?

AFFIDAVIT

State of Ohio, } ss
Champaign Co., }

AMERICAN GRAIN METER

VS
R. R. TRACK SCALES

We, the undersigned, hereby certify that on June 15th and 16th, 1906, we weighed the corn loaded into Erie cars No. 71904 and No. 107097 at the elevator of J. L. Bowls, at Bowlsville, Ohio.

The empty cars were first weighed on R. R. Track Scales, which had recently been tested. They were then loaded, the corn passing through an American Grain Meter, which automatically weighed and registered it. The loaded cars were then weighed.

The results were as follows:—

	Car No. 71904	Car No. 107097
Net Weight Track Scales—	50400 lbs.	50568 lbs.
Weight, American Grain Meter—	50389 lbs.	50630 lbs.
Variation	20 lbs.	62 lbs.

It rained on Car No. 107097 while it was being loaded and also on the track scales which would reduce the variation of 62 lbs.

T. H. Power
Notary Public for Champaign Co., Ohio

Signed and sworn to before me this 16th day of June, 1906,
M. W. Rock Justice of the Peace
In and for Champaign Co.,

AMERICAN GRAIN METER { ACCURATE RELIABLE PRACTICAL

—Automatic Grain Weigher for the Country Elevators—

For further information address

AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City
Allen P. Ely & Co., . . . Omaha
Brown & Varney, . . . Cincinnati
Maheu & Coyle, . . . St. Louis, Mo.
J. R. Detweiler, . . . Chicago
Robert Craig, . . . Minneapolis
Wm. Robinson, . . . Des Moines
Thos. McFeely, . . . Philadelphia, Pa.
The Howe Scale Co. of Illinois, Cleveland, Ohio

Patents Granted

Conveyor. No. 849,345. John T. Wilmore, Denver, Colo.

Oil or Gas Engine. No. 848,607. Elihu Thompson, Swampscott, Mass.

Rotary Explosion Engine. No. 848,665. Levi Lombard, Medford, Mass.

Carburetor for Gasoline-Engines. No. 848,425. Lauritz Anderson, Quincy, Ill.

Cooling Device for Combustion-Engines. No. 848,886. Charles E. Duryea, Reading, Pa.

Spark-Timing Device for Ignition Systems. No. 847,876. Vincent G. Apple, Dayton, O.

Internal Combustion-Engine. No. 848,029. Friedrich A. Haselwander, Mannheim, Germany.

Starting Device for Internal-Combustion Engines. No. 849,324. Francis W. Brady, Englewood, N. J.

Sparkign Device for Explosion-Engines. No. 747,894. Edward F. Bradley, Tufnell Park, England.

Starting Device for Explosion-Engines. No. 847,514. Charles Schmidt, Warren, O., assignor to Packard Motor Car Co., Warren.

Fuel-Feed for Hydrocarbon-Engines. No. 849,048. Frank T. Cable, Quincy, Mass., assignor to Electric Boat Co., Bayonne, N. J.

Antirecoil Device for Explosive-Engines. No. 848,604. Dycke H. Reimers, Chicago, Ill., assignor of one-half to Fred Biffar, Oak Park, Ill.

Speed Controller and Regulator for Explosive-Engines. No. 848,891. Henry Ford Co., Detroit, Mich., assignor to Henry Ford Co., Detroit.

Spark-Controller for Explosive-Engines. No. 848,072. Luke W. Turnbull, Port Huron, Mich., assignor to the Wat Engine Co., Port Huron.

Starting Means for Explosion-Motors. No. 848,679. Emil A. Nelson, Detroit, Mich., assignor to William J. Newton and Charles J. Woodall, Detroit, Mich.

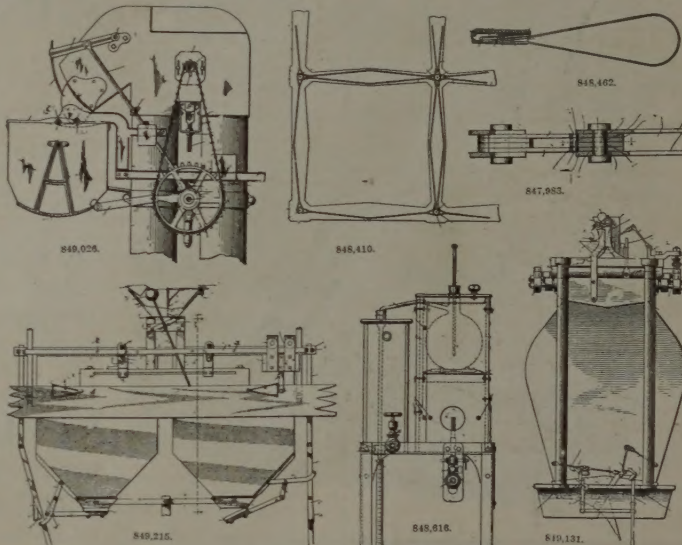
Self-Locking Seal. No. 842,462. (See cut.) William F. Harris, South Bend, Ind. A strip of metal of uniform width has one of its ends split and bent upon itself to engage entirely around one longitudinal wall of a housing and to extend into housing. The other end of the strip is bent to form a hook and is forced into the housing at the same end as that entered by the split end and into interlocking engagement therewith.

Grain-Weighing Machine. No. 849,026. (See cut.) Benjamin M. Steele, Peoria, Ill., assignor to Ben Steele Weigher Manufacturing Co., Peoria. The spout from the elevator head has a gate opened and closed by a trip shaft loosely carrying a sprocket wheel, the shaft also controlling the valve of a hopper which has a beam provided with means to engage a plate on the shaft intermediate between the sprocket wheel and a fixed member.

Automatic Weighing-Machine. No. 849,131. (See cut.) George Hoepner, Chicago, Ill., assignor to Union Scale & Mfg. Co., San Francisco, Cal. The flow of material into the weighing receptacle is gradually restricted by a gate, when a second gate cuts off the flow. A discharge

gate is closed by the sinking of the receptacle. A partition in the center of the receptacle divides it into two compartments, being alternately opened and closed by an oscillatory discharge gate at the bottom.

Sprocket-Chain. No. 847,983. (See cut.) Raymond W. Dull, Aurora, Ill., assignor to the Stephens-Adamson Mfg. Co., Aurora. The inside link comprises a metal bar and filler, each having a pivot



aperture and a second aperture adjacent thereto, the apertures of the bar and filler being in register, a pivot, and an anchoring pin passing thru the second named apertures in the bar and the filler of the inside link, the outside link covering the ends of the pin.

Storage Bin. No. 848,410. (See cut.) Jesse H. Tromanhouser, Minneapolis, Minn. Embedded in the concrete walls are truss rods having anchor loops at their ends positioned at the corners of the walls to embrace a considerable quantity of concrete material. The anchor loops are vertically aligned and separated by intervening intervals. Concrete columns extend thru the anchor loops and unite at the intervals with the concrete material forming the walls. A diminutive centering rod extends thru the concrete columns.

Grain-Weighing Machine. No. 849,215. (See cut.) Monroe Davis, Billings, Okla., assignor of one-half to O. W. Hutchinson, Billings, Okla. A pair of boxes are pivotally suspended from a rocking beam supported jointly by a pair of bearings. Above the boxes is a hopper, with a tilting pan below it, the pan being operated by a shift lever to discharge into one box or the other. Rigid with the beam is a longitudinal track rail on which travels a weight resisting the downward movement of the loaded box, and after it is weighed rapidly moving to a point where it will resist the downward movement of the companion box.

Apparatus for the Rapid Determination of the Moisture Content of Grain. No. 848,616. (See cut.) Edgar Brown, New York, and Joseph W. T. Duvel, Ohio. The apparatus consists of an evaporating chamber divided into compartments lined with asbestos and separated from each other by double walls with convenient air-

space to prevent any one compartment being affected by the heat from the adjoining compartment. The compartments are further provided with a flange near the base, projecting into the interior, to support the wire gauze and triangle, on which the flask containing the mixture of oil and substance of which the moisture determination is to be made rests; the compartments of the evaporating chamber are further provided with as-

bestos lined covers, each having an opening in the center thru which the flask projects, and a flange fitting down into the compartments. The spherical distillation flasks have an opening at the top thru which the oil and substance to determine the test is introduced, closed by a rubber stopper carrying a thermometer, also side tube leading off from the neck thru which distillate passes into condenser tubes; condensing tank and graduated cylinders for receiving the distillate. The inventors are in the employ of the government and the apparatus is identical with that used by Expert John D. Shanahan in demonstrating the tests as illustrated in the Journal Dec. 25, page 712.

Europe has few American style grain elevators. Negotiations for the purchase of the one at Leith, Scotland, by a syndicate are now under way.

Precisely why secrecy should prevail among rice men concerning the prices obtained for rice is difficult to understand. It does not obtain in any sales of any other grain, or any other commodity, and in any other section than the rice belt. It is a regrettable feature which is doing the industry harm, says a rice man.

Austria has a surplus of grain only in good crop years, when the excess is due principally to barley. Hungary produces not only enough for its own consumption, but is also able to supply a large part of the demands of Austria, even in poor years. Austria imports annually from Hungary about 22,000,000 to 24,000,000 metric zentner (2,425,010 to 2,645,520 tons) of grain, comprising about 90 to 92 per cent of the excess of the latter's crop. For some years past the Austrian half of the monarchy has been backward in grain production, lacking especially maize.—Vice Consul Cheney of Reichenberg.

Fire Insurance Companies

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MILLS AND ELEVATORS ONLY

Purely Mutual

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Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Assets	-	-	-	\$1,898,142.34
Losses Paid	-	-	-	1,766,407.89
Net Cash Assets	-	-	-	367,263.93

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force,	-	\$10,158,139.43
Face value of notes,	-	1,451,877.89
Cash Assets,	-	300,148.96

D. R. SPARKS, Prest. A. R. MCKINNEY, Sec.
Chicago Agent: M. W. Fugit, 749 National Life Bldg.

MILLERS' NATIONAL INSURANCE COMPANY

205 La Salle St., CHICAGO, ILL.

Chartered 1865

Insurance with a maximum of security at a minimum of cost for ELEVATORS, WAREHOUSES and CONTENTS on the Mutual Plan.

Five Year Policies (or short term policies on grain, if required.)

Semi-Annual Assessments costing about one-half Stock Company rates.

NO conflagration hazard.

Gross Assets,	-	-	\$4,341,881.00
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Flour Mills, Elevators, Warehouses and contents.

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Insures Flour Mills, Elevators and Warehouses at actual cost.

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This book is 12x12, contains 225 pages and has room to record 7,425 loads in duplicate. Each page has duplicate printing for column heads of Gross, Tare and Net weights and the page is perforated down the middle from top to bottom, so that half of it folds back on the inside half, bringing the duplicate printing on half of the page over the printing on the under half, so that when a carbon paper is inserted between the leaves formed by folding back the page, an exact duplicate is made of the original entry.

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Fire and Lightning Cost for Current Year Only 80 percent of the rate.

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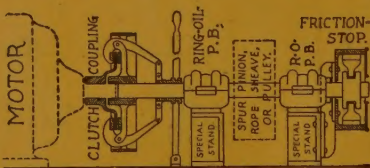
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